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The China Mail

ESTABLISHED 1845

TO-DAY'S DOLLAR. — The closing rate of the dollar on demand, to-day was 11½.

No. 27,720 HONG KONG, THURSDAY, FEBRUARY 12, 1931. PRICE \$3.00 Per Month.

A SECRET?

An Irish Motorist thinks that the Dunlop Rubber Company possess a valuable secret. Read what he says:—

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STAR FERRY COMPANY

Chairman Sounds Warning Note.

DIRECTORS' FEES RAISED.

At the 33rd ordinary yearly meeting of the "Star Ferry Co., Ltd.", held in the Board room of Messrs. Jardine, Matheson & Co., Ltd., to-day, although an increase in profit was announced, a warning note was sounded by the Chairman that the coal bill will be heavy during the current year.

Mr. G. C. Moxon, who was supported by Mr. J. L. Taggart, proposed increasing the Directors' fees from \$2,000 each per annum to \$5,000.

The meeting was presided over by the Hon. Mr. J. J. Patterson, who was supported by the following Directors:—The Hon. Mr. C. Gordon Mackie, Mr. J. P. Warren, and Mr. H. H. Priestley, and Mr. F. H. Crispin (Secretary).

The shareholders present were Messrs. C. F. Mendenham, H. E. Scriven, G. C. Moxon, D. Mackenzie, J. Hyde, W. F. Simmons, J. T. Bagram, T. E. Pearce, H. Gordon, J. H. Taggart, C. B. Riggs, J. M. Alves, O. F. Ribeiro, E. Sadick, and Kong E. Suen.

Chairman's Address.

The Chairman addressed the meeting as under:—

Traffic earnings for the year under review show an increase of \$37,980.60, whilst there was an increase of \$28,404.04 in net profit over the previous year, which may be considered satisfactory. After transferring \$50,000 to Reserve Fund, \$40,000 to General Contingency Account, and allowing for Depreciation, there remains a balance of \$318,349.96, to which must be added \$34,487.03 brought forward from last account making a total of \$352,836.99 for distribution. It is proposed to pay a dividend of \$2 per share and a bonus of like amount, absorbing \$320,000 and carry forward \$32,836.99.

Expenses generally have not increased to any great extent owing to a favourable contract we held for the supply of coal. This has just expired and I am afraid our coal bill for the current year will be a heavy one as this commodity is responsible for a large portion of our expenditure.

At our last meeting my predecessor mentioned that little progress had been made regarding a vehicular ferry service. In August last, the Government announced that approval had been received from the Secretary of State for the Colonies for the institution of such a service. The erection of the piers will be carried out by Government.

I do not think there is anything further that calls for comment. I now beg to propose that that report and accounts as presented be adopted and passed. When this has been duly seconded, I shall be pleased to answer any questions shareholders may wish to ask.

Mr. J. H. Taggart seconded the adoption of the report and accounts was carried unanimously.

Other Business.
The appointment of the Hon. Mr. J. J. Patterson and the Hon. Mr. C. Gordon Mackie to the Board of Directors during the past year, on account of the resignation of the Hon. Mr. B. D. F. Belth and Mr. M. T. Johnson, was confirmed by the meeting.

Mr. J. P. Warren was re-elected a Director of the Company for the ensuing year on the proposal of Mr. R. Gordon, seconded by Mr. J. T. Bagram.

Mr. C. Bernard Brown, A.C.A., was re-appointed Auditor for the ensuing year on the proposal of Mr. T. E. Pearce, seconded by Mr. J. M. Alves.

The Chairman announced that dividend warrants will be ready for issue after to-morrow.

Vote on Directors' Fees.
Before the meeting concluded, Mr. G. C. Moxon suggested that as the business of the Company had greatly expanded and was ever expanding, the Directors' fees of \$2,000, in view of the fact that accrued profits now amount to more than a quarter of a million dollars, was not adequate remuneration. He therefore wished, if it was in order for him to do so, at that meeting.

SLAVERY PROBLEMS

ABYSSINIA MAY INVITE LEAGUE

AID.

FORCED LABOUR.

Rugby, Yesterday.

The Foreign Secretary in the House of Commons to-day was asked whether he would consider proposing at the next League of Nations meeting that similar assistance to that given recently to Liberia be extended by the League to Abyssinia in dealing with her slavery problems. Mr. Henderson reminded his questioner that the recent enquiry into slavery and forced labour in Liberia was set up by the Abyssinian Government take similar action and invite League co-operation he would support their request.—British Wireless Service.

PALESTINE POLICY.

VIEWS EXCHANGED WITH ZIONIST LEADERS.

PREMIER'S ASSURANCES.

Rugby, Yesterday.

Answering a Parliamentary question to-day regarding the British Policy in Palestine, the Prime Minister stated that the Cabinet Committee had been exchanging views with the Zionist Leaders upon the interpretation of certain passages in the Government's statement of policy issued in April last. It was proposed to embody the explanations given in the form of a letter to Dr. Weissmann, which would be published. Asked by Commander Kenworthy whether the Zionist Leaders were now in agreement on the matter and whether they have been satisfied, the Premier replied, "I think when the letter is published it will be found that it is so."—British Wireless Service.

POPE'S RADIO SET.

VATICAN STATION TO HAVE WORLD-WIDE RANGE.

SUCCESSFUL TESTS.

Rugby, Yesterday.

The Vatican City's short Wave Broadcasting and Wireless Telegraph Telephone Duplex Station, which the Pope will formally open to-morrow, will have a world-wide range. It was constructed at the Marconi Works at Chelmsford and in tests during the last week clear telephone conversations have taken place between the Vatican and Australia and South Africa, Argentina, Canada, and the United States, and with London, Paris, Berlin, Madrid and other European Capitals.—British Wireless Service.

R.A.F. COMMAND.

VICE-MARSHAL F. V. HOLT APPOINTED.

AIR DEFENCE AREA.

London, Yesterday.

Air Vice-Marshal Felton Vesey Holt has been appointed Air Officer commanding the fighting area of air defence of Great Britain. Group Captain Cave Browne Cave succeeds him as Director of Technical Development at the Air Ministry.—Reuter.

Ing, to repose that the Directors' fees be increased to \$5,000 a year each.

The Chairman said that the matter was one for a special resolution which required notice, or the increase could be effected by an alteration to the Articles of Association which would require an extraordinary meeting and a confirmatory meeting. However, he thought that these could be got over by having the proposal confirmed by the annual meeting next year. Therefore, he would like to know the feelings of the meeting on the matter. He thanked Mr. Moxon for the proposal.

Mr. J. H. Taggart seconded Mr. Moxon's proposal.

The proposal was then put to the meeting and carried, a few of the members abstaining from voting one way or the other. There was no vote against the proposal.

DUTCH CHURCHES TO

CO-OPERATE.

Provisional Council to Carry On Propaganda.

HELP FROM BANKERS.

The Hague, Yesterday.

A meeting of representatives of the Lutheran, Remonstrant Baptist, Reformed, and Old Catholic Churches to-day established a provisional council to carry on propaganda in favour of co-operation between the churches to study social, economic, and other problems, also control relations with the central bureau at Geneva and the International Protestant Credit Association, which will form a Dutch branch, concertedly with a group of Dutch bankers.—Reuter.

EXTRALITY ACTION.

INSTRUCTIONS BEING SENT TO SIR MILES LAMPSON.

PROPOSALS STUDIED.

London, Yesterday.

In the House of Commons, replying to Sir Kingsley Wood in regard to the extrality negotiations, Mr. Henderson said that the Government had carefully studied the Chinese counter-proposals, which were received in London on December 24, with a view to telegraphic instructions being sent to Sir Miles Lampson who, he hoped, would be in a position to resume negotiations shortly.

Mr. Henderson expressed the opinion that it would be contrary to the public interest to make a statement in regard to the proposals at present.—Reuter.

[Sir Miles Lampson is the British Minister in Peking.]

FREEDOM OF CITY.

HONOUR CONFERRED ON PRINCES IN LIMA.

SPEECH IN SPANISH.

Rugby, Yesterday.

The Prince of Wales and Prince George, who arrived at Callao this morning, motored to Lima and rode through crowded streets to the City Hall, where the Freedom of the City was presented to them. Replying to an address, the Prince of Wales made a brief speech in Spanish. The Prince afterwards drove to the British Legation.—British Wireless Service.

DRIZZLE.

To-day's weather report from the Royal Observatory states: The anti-cyclone has weakened and is now central to the North of Korea.

Moderating monsoon prevails along the S.E. coast of China and over the N. China Sea.

Forecast:—N.E. winds; fresh to moderate; overcast; drizzle and mist.

Rainfall.
Rainfall to 10 a.m. to-day nil. Rainfall since January 1, 0.43 inch against an average of 2.14 inches—deficit 1.71 inch.

Temperature.
The temperature at certain specified centres this morning at 6 o'clock was:—

Hong Kong	59
Macao	50
Pratas Island	74
Manila	72
Foochow	46
Amoy	—
Singapore	—
Chefoo	24
Shanghai	83

MANAGER SWINDLED.

Lin Ting, manager of the On Fat Hing vegetable stall, at the Central Market, has reported to the Police that on February 9 he gave his account \$2,127.63 worth of goods to deliver to various shops in Canton.

When the packages were opened they were found to contain nothing but waste paper. It is also alleged that the manager stole \$186 from a drawer, at the stall.

DEFICIT IN BUDGET

SERIOUS STATEMENT BY MR. SNOWDEN.

OUR CREDIT HIGH

GRAVE DECLINE IN REVENUE.

London, Yesterday.

In the House of Commons to-day the National position was said to be so grave that drastic and even disagreeable measures must be taken to maintain the Budget equilibrium and facilitate an industrial recovery.

This declaration was made by Mr. Philip Snowden, who dealt with a Conservative motion of censure accusing the Government unjustifiably of increasing the public expenditure.

The Chancellor declared that expenditure which it might be easy to tolerate in prosperous times, becomes impossible in a state of grave industrial depression, while an increase of taxation at present would be the last straw.

Unexpected Strain.

Mr. Snowden said that it was no secret that he would have a heavy Budget deficit at the end of this year. No Budget in the world could stand such an unexpected strain as had been placed on the British Budget by the increase in unemployment during the past year.

Expenditure had increased, the revenue declined, and the productive capacity had fallen off by 20 per cent., nevertheless British credit was higher to-day than for the past five years.

Britain had suffered less than other great industrial countries through the industrial slump, but there was one vulnerable spot in our position, due to the fact that we, the world's great financial centre, were being watched by other countries; therefore, we must maintain our financial reputation.

Britain's position was sounder than that of any other country in the world. All that was required was an effort to surmount the present crisis. It did not need a very great effort; it would involve some temporary sacrifices from all, and in the general sacrifice Cabinet Ministers would make their substantial contribution.

Not Adequate.
Sir Donald Maclean (Liberal, Cornwall) moved a Liberal amendment to appoint a small independent Committee to recommend a practicable and legitimate reduction of the national expenditure.

Sir Hilton Young (Conservative) said that Mr. Snowden had made one of the most serious pronouncements since the War, but his pronouncement was not an adequate answer to the vote of the censure.

A left winger, Mr. William Brown, said that Mr. Snowden's speech struck at the roots of the philosophy on which the Labour movement stands, and represented a complete destruction of Labour's hope.

Motion Lost.

The House defeated the Conservative motion of censure. The Liberals voted for the Government.

The division resulted:—
Against 310
For 235

Majority 75

High Taxation.

After the defeat of the censure motion the Labour left wing challenged the words of the Liberal amendment. The challenge was defeated by 408 votes to 21 and the amendment was carried as a substantive motion without division.

Sir Robert Thorne attributed the present difficulties to high rates and high taxation. "We are spending a colossal sum which the richest country in the world could not afford. There must be a relentless economy. Something must be decided whether the break should be in wages or taxation."

(Labour cries of "War debt")
Mr. W. Graham, winding up for the Government, defended the

DANGER OF REVOLT

IN SPAIN.

Royal Palace Being Heavily Guarded.

REPUBLIC OF 1873.

Madrid, Yesterday.

Troops have been ordered to stand by in barracks, as trouble is anticipated on the occasion of the anniversary to-day of the short-lived Republic of 1873. Extra police and civil guards have been brought to the Capital, and the Royal Palace is being heavily guarded. The authorities have ordered the closing of the Universities for one month, owing to the revolutionary atmosphere.—Reuter.

INDUSTRIES FAIR.

QUEEN TO VISIT WHITE CITY ON MONDAY.

DUKE AS GUEST OF HONOUR.

Rugby, Yesterday.

H.M. the Queen will visit the Cotton Textile Exhibition at the White City, London, on the opening day, next Monday. She will also view the main London section of the British Industries Fair at Olympia on Tuesday, accompanied by the Duchess of York and the Duke of Gloucester, who will be the guest of Honour at the Guild Hall on Monday night to mark the opening of the Fair. The Birmingham section of the Fair will have a visit from Princess Mary, Countess of Harewood, on Wednesday next.—British Wireless Service.

FRENCH WAR LOAN

FOREIGN SECRETARY UNABLE TO TAKE ACTION.

ARBITRATION REFUSED.

Rugby, Yesterday.

Asked whether he intended to make further representations to the French Government regarding the repayment of War Loans, the Foreign Secretary, Mr. Arthur Henderson, in the House of Commons to-day said that in view of the refusal of the French Government to accept arbitration it was difficult to see what further representations could usefully be made.—British Wireless Service.

social services, and emphasised the Government's obligation to provide for the genuinely unemployed. He declared that there was not a single leading industry in which drastic reorganisation was not required. He believed that the House might at no distant date be obliged to consider a most serious problem—the task of industrial reorganisation. He asked: "Will it be voluntary or will there be some sort of compulsion?"—Reuter.

Studied Warning.

The lobby is buzzing with excitement as a result of Mr. Snowden's speech. There is much speculation as to who shall make "the sacrifices," in connection with which it is suggested that reductions of salaries be imposed on the whole of the Civil Service. The Labour rank and file are distinctly alarmed over the possible effects of the Chancellor's statement on employers, when men of several industries are arguing that a reduction of wages is unjustifiable.

It is generally estimated that Mr. Snowden delivered a studied warning to his own back benches that some of their grandiose schemes for the social services were impossible. There is little doubt that the speech will have serious repercussions in the Labour camp.

Churchill Gives Way.

Significance is attached to the fact that Sir Robert Horne and not Mr. Churchill wound up for the Conservatives. This is believed to indicate that following the Churchill-Baldwin correspondence on the subject of India Mr. Churchill has given way to Sir Robert Horne as the potential Conservative Chancellor.—Reuter.

CONVICT CAMPS.

MR. HENDERSON DECLINES TO TAKE EVIDENCE.

NOTHING TO ACHIEVE.

Rugby, Yesterday.

Asked whether he would appoint a small committee to take evidence of certain persons lately in Russia regarding Labour conditions in the Russian timber trade, the Foreign Secretary, Mr. Arthur Henderson, said he feared that without the provision of any facilities on the part of the Soviet Government no enquiry would be satisfactory or effective, and therefore nothing would be achieved by such a committee. But he would continue to watch the situation closely in case he found any reason to modify this view.—British Wireless Service.

RUPEE RATIO.

EIGHTEEN PENNY RATE TO BE MAINTAINED.

IN VICEROY'S HANDS.

London, Yesterday.

In the House of Commons at question time to-day Mr. Wedgwood Benn, Secretary for India, said that the Government regarded the rupee ratio question as settled in 1927, and would use all means to maintain the eighteen penny rate.

He pointed out that as regards the position after the introduction of the new constitution, it was proposed that the currency exchange should be controlled by the Reserve Bank pending the establishment of which it would be in the hands of the Viceroy.—Reuter.

"IRON DUKE" LINK.

DEATH OF HIS GRAND NEPHEW AT HOME.

PROMINENT FIGURE.

Rugby, Yesterday.

The death occurred to-day of Colonel Fred Wellesley, aged 86, the father of Sir Victor Wellesley, Deputy Under-Secretary of Foreign Affairs. Deceased was the son of Earl Cowly, the famous Ambassador in Paris during the middle of last century, and Grand-nephew of the Duke of Wellington, the victor of Waterloo. He was for many years a prominent figure in diplomatic and social life.—British Wireless Service.

LOAN FOR CUBA.

U.S. BANKS TO FINANCE SUGAR INTERESTS.

IMPOVERISHED MILLS.

New York, Yesterday.

Arrangements have been completed whereby a group of American banks will finance \$3,000,000 for sugar bonds now in the hands of several Cuban mills at 80 per cent. of the face value, as the mills are at present unable to grind through lack of financial means.—Reuter's American Service.

NEW RESTAURANT.

OPENING BY A CHINESE COUNCILLOR.

MANY INNOVATIONS.

The official opening of the Chinese Restaurant at No. 26, Des Voeux Road, took place yesterday afternoon, a large number of people being present. The restaurant is laid out on the lines adopted by the Hong Kong Restaurant at the Wembley Exhibition.

Among those present was the Hon. Sir Shou-son Chow, who performed the opening ceremony, Mr. Lum Tit-sang, the manager, and Mr. Somerset Fitzroy. Mr. Fung Shiu-wa performed the reception duties. After the official opening, toasts were proposed and light refreshments were served to the guests.

Mr. Lum Tit-sang said that he hoped to make the restaurant popular among the European community, and was adopting many new innovations to gain this end, without detracting from the original ideas.

AIRMAIL ROUTES OF AFRICA.

Progress in Linking Up North and South.

BRITISH LINES.

Paris, Dec. 28.

Africa will be criss-crossed with airmail routes during 1931 and within a few months planes will fly on schedule carrying paying loads over deserts, virgin forest and plains infested with lions, tigers and other savage beasts.

French planes already skirt the coast from Tangiers to Dakar whence their mail loads are shipped by fast boat to South America. Other French and Belgian planes, in a combined service, will start regular operation before summer on two great aerial arteries, one straight across the continent from east to west and the other from North to South.

Within a few weeks, a British firm will start its planes capable of carrying three tons of passengers, freight and mail from London to the Cape of Good Hope in 11 days, and eventually nine. Italian, Spanish and Portuguese air lines have been studying maps, but there seems little left them to undertake.

The London-Cape town air line is scheduled to start in February, with service first over the step from Cairo to Mironza in Tanganyika. Eventually it is the plan to carry passengers from end to end of the line for \$625, being slightly more than first class fare on the faster steamers.

British Line.

The British line will cover the usual Continental routes, along the lighted air routes from London to Cairo, then touching Khartoum, Lake Victoria, Broken Hill, Salisbury, Garmiston and Capetown. The service at first will be weekly, but if the traffic warrants it may become bi-weekly.

France and Belgium have been working for two years on the combined routes which make Mozambique the aerial crossroads of Africa. Test planes have blazed the trail and proved the routes possible and the government is ready to subvention the postal service.

The first Franco-Belgian line will cross the Sahara, Central Africa to the Tchad and Belgian Congo, thence to Mozambique. The second will start from around Dakar on the Atlantic, cross over the forests of Nigeria and Cameroon through which no man has ever travelled, across the Lake Nyassa region filled with lions and elephants, over Mozambique to Madagascar.

These two lines have been carefully laid out so as to drain all possible freight and postal packages from the richest production areas of the African continent. It is anticipated that they will also carry great numbers of travellers and hunters, missionaries and explorers, glad of the opportunity to reach the heart of the continent in a few hours whereas hitherto the voyages were long and costly, through fever-ridden swamps.—United Press.

STOP PRESS

Tokyo, To-day.

Nothing is known here of the disaster in the Fushun colliery, though the S.M.R. reports that a small fire broke out on Tuesday afternoon while 3,000 miners were working. The fire was quickly extinguished. There were no casualties and little damage.—Reuter.

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WEST AUSTRALIA TO
STAND FIRM.

Not Bound to Follow the
Commonwealth.

SUICIDAL POLICY.

Canberra, Yesterday.
Sir James Mitchell, the Premier
of West Australia, in a statement
declares that if the Common-
wealth attempts to impose a policy
of wholesale inflation, which he
is convinced the Theodore plan in-
volves, West Australia will re-
consider its position in the Com-
monwealth.

"Our bond with the Common-
wealth is not insoluble. West
Australia will not recognise the
Commonwealth's right to impugn
our honour, and menace our fin-
ances. We will only continue to
co-operate with the other Govern-
ments provided the principle of
living within our means is acted
upon."

Replying to a cable from Sir
Newton Moore urging a firm
stand against Mr. Lang's "suicidal
policy," Sir James Mitchell has
cabled saying that Mr. Lang is
not supported by any Government.
"Australia has never failed Brit-
tain, and never will." Britain's
most effective answer to the re-
pudiationists would be to open
the money market to Australia for
productive, moderate loans.—Reu-
ter.

[A Canberra message of February
9 stated that each of the State
Premiers at the Premiers' Financial
Conference repudiated the proposals of
Mr. Lang, the Premier of New South
Wales, involving the suspension of the
interest on debts on Britain, the cut-
ting of interest on all the Govern-
ment's borrowings, and the abandon-
ment of the gold standard.]

CLEMENCY TO REDS.
\$50,000 EACH IF THEY WILL GO
ABROAD.

END OF KWANGSI WAR.

Canton, Yesterday.
Following the announcement of
his formal appointment by the
Central Government, General Wang
Shao-hung has commissioned Gen-
eral Kung Chit-yuan, the former
garrison commandant of Wuchow,
to return to Kwangsi, in order to
convey the tidings of the Central
Government's clemency to Generals
Li Chung-ye, Pei Chung-hai and
Chang Fat-kwai, and to urge them
to make preparations for the re-
organisation of their troops. It is
learned that the Central Govern-
ment intends to appropriate a sum
of \$50,000 to each of these Iron-
side-Kwangsi generals as travel-
ling expenses to go abroad, which
will be handed over to them by
General Wang Shao-hung person-
ally.

Cantonese Withdrawn.
With the impending conclusion
of the Kwangsi campaign, the
125th Brigade of the 63rd Divi-
sion have already been withdrawn
to Kwangtung and despatched to
the North River area for bandit-
suppression, while the 126th Bri-
gade under Wang Chai-man are
now prepared to move from Wang-
hsien to Tongyuan, awaiting fur-
ther instructions from C.-I.-C.
Chan Chai-tong. The Independent
Brigade under Wang Yam-wan
have also massed at their original
position, ready to evacuate Kwang-
si upon receipt of orders from the
Canton H.Q.

The 69th Division under Yu
Hon-mou, and the 1st and 16th
newly organised divisions under
Chu Wei-chun and Yang Ting-
chung, will remain in Kwangsi to
watch the complete reorganisation
of the Ironside-Kwangsi troops.—
Canton News Agency.

MINE EXPLOSION.
OVER 3,000 CHINESE BELOW
THE SURFACE.

STILL ENTOMBED.

Peking, Yesterday.
Chinese reports state that an
explosion occurred in the Fushun
Mines, in Manchuria, shortly after
noon on February 8, when 3,000
Chinese miners were underground.
Rescue work was started imme-
diately, but hitherto most of the
men are still entombed, and it is
feared that the death toll will be
very heavy.
Many touching scenes are to be
witnessed at the pithead.—Reuter.

IDLE IN GERMANY.

Berlin, Yesterday.
There were 4,894,000 unemploy-
ed persons in Germany on January
31 last.—Reuter.

RADIO

TO-DAY'S PROGRAMME.

The following programme will
be broadcast to-day from the
Hong Kong Broadcasting Station
Z.B.V. on a wavelength of 355
metres:—

5-8 p.m.—European Programme
of Columbia Records kindly sup-
plied by the Anderson Music Co.
8-10.30 p.m.—Chinese Studio
Concert.

5-5.31 p.m.—Variety.
Orchestral—
"Nonpolitan Nights,"
The London Novelty Orch.
(164).

Piccolo Duet—
The Jolly Whistlers,
The Language of the Nightingale,
Jean & Pierre Gennin (178).

Xylophone Solo—
The Squirrel Dance,
Rudy Starita (145).

Chorus—
Clementine,
Harold Williams and the
B.B.C. Male Chorus
(308)

Banjo Solo—
Joy Dance—Ernest Jones (238).

Piano Solo—
The House That Jack Built—
Selections—Billy Mayerl (16).

Xylophone Solo—
The Woman in the Shoe,
Rudy Starita (120).

5.31-6 p.m.—Orchestral.
Finlandia—Tone Poem (Sibelius).
The New Queen's Hall
Orchestra (9555).

Dance Macabre (Saint-Saens).
The Paris Symphony Orch.
(121).

A Musical Jig-Saw (arr. W. Aston).
Regal Cinema Orchestra
(105).

6-6.45 p.m.—Children's Pro-
gramme from the Studio.
6.45-7.05 p.m.—Musical Comedy
& Stock Quotations.
Frederica—Selections,
London Theatre Orchestra
(132)

Florodora—Vocal Gems,
Columbia Light Opera Co.
(129).

7.05-7.22 p.m.—Egyptian Ballet
(Luigini)—by special request—
played by the Paris Symphony Or-
chestra conducted by Pierre Chag-
non (9566).

7.22-7.50 p.m.—Operatic.
Carmen—The Torreador Song (Bizet),
Tannhauser—O Star of Eve
(Wagner).

Harold Williams (9873).
The Beggar's Opera—Selections
(Gay & Austin).
The Regimental Band of
H.M. Grenadier Guards
(927).

Patience (Gilbert & Sullivan).
Vocal Gems,
Columbia Light Opera Co.
(38).

7.50-8 p.m.—Band Music.
The Middy March (Alford).
The Regimental Band of H.M.
Grenadier Guards (230).

War Marching Songs,
Debroy Somers' Band (112).
8-10.30 p.m.—Chinese Studio
Concert.

10.30 p.m.—Close Down.

MOSLEM SHOT.

Buenos Aires, Yesterday.
Mohammad Jankhan Agha a
dealer in foreign cloth, was shot
last night and died this morning.

It is alleged that he named a
local Congress volunteer as his
assailant. The police have taken
into custody the captain of the
local Congress volunteers.

Agha's shop was lately vigorous-
ly picketed. Fifteen pickets, in-
cluding four women, were arrest-
ed yesterday.—Reuter.

EX-QUEEN HELEN.

Vienna, Dec. 15.
King Carol's former wife, Helen,
has arrived here en route for Ger-
many, where at Frankfurt-on-Main
she will spend the holidays with her
mother preparatory to settling
down in Paris, where in a fash-
ionable suburb a villa has been rented
and is being furnished under direct
instructions from King Carol.

It is reported that the ex-Queen
left the Roumanian capital quietly
in order not to embarrass King
Carol by her presence at the vari-
ous Court functions arranged for
the Christmas season. Her depart-
ure marks a definite separation
from King Carol, who will prob-
ably remarry early next year.

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LAMMERT BROS.,
Auctioneers.

Hong Kong, February 10, 1931.

SPORT NOTICES

**THE HONG KONG JOCKEY
CLUB.**

ANNUAL RACE MEETING
1931.
February 28, March 2, 3, 4,
and 7, 1931.

ON SATURDAY, February 28,
the first race will be run at
1.30 p.m., and on all other days at
11.30 a.m. On the first day the
first bell will be rung at 1 p.m.
and on the other four days at 11
a.m.

MEMBERS' BADGES &
ENCLOSURE.

Members are reminded that they
and their ladies must wear their
badges prominently displayed.

No one without a badge will be
admitted to the Members' Enclo-
sure.

Badges admitting non-members
to the Members' Enclosure and
Club Rooms at \$10 per day includ-
ing tax—or \$40 including tax for
the Meeting (ladies \$5 and \$20,
respectively), are obtainable
through the Secretary upon intro-
duction by a Member, such Mem-
ber to be responsible for all chits,
&c.

Badges admitting to Members'
Enclosure will NOT be on sale at
the Race Club.

On no pretext will children be
permitted in either enclosure dur-
ing the first four days of the Meet-
ing.

PUBLIC ENCLOSURE.
The price of admission to the
Public Enclosure is \$4 per day in-
cluding tax for all persons, includ-
ing ladies, and is payable at the
Gate.

Soldiers and Sailors in uniform
are admitted to the Public Enclo-
sure at \$1 per day, including tax.

Bookmakers, Tie Tac men, &c.,
will not be permitted to operate
within the precincts of the Hong
Kong Jockey Club during the
Race Meeting.

SERVANTS' PASSES.

Passes for Servants will be is-
sued on application to Messrs.
Linsell & Davis, Alexandra
Buildings.

Employers are requested to dis-
tribute them with discrimination
and to endorse their names on the
passes.

Servants are not permitted in
the Members' Enclosure except for
passing through on their duties,
but must remain in their employ-
ers' stands.

Any persons found loitering
with Servants' Passes in their pos-
session will forfeit the same and
will be removed from the enclo-
sure.

By Order,
C. B. BROWN,
Secretary.

Hong Kong, February 11, 1931.

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* S.S. "CRACOVIA"	—	Feb. 22
* S.S. "VENEZIA-I"	—	Mar. 10
* S.S. "GANGE"	Mar. 4	Mar. 25
* M.V. "HILDA"	Mar. 9	Apr. 12
* S.S. "PILSNA"	Apr. 7	Apr. 19

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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.	TAIYO MARU	Thursday,	19th February.
CHICHIJU MARU		Wednesday,	4th March.
SEATTLE, VICTORIA via Shanghai & Japan Ports.	HEIAN MARU	Tuesday,	24th February.
HIVE MARU		Thursday,	26th March.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	YASUKUNI MARU	Saturday,	21st February.
YAKONE MARU		Saturday,	7th March.
SYDNEY & MELBOURNE via Manila & Ports.	KITANO MARU	Thursday,	19th February.
ATSUTA MARU		Thursday,	26th March.
BOMBAY via Singapore, Penang, & Colombo.	↑ TOKIWA MARU	Friday,	27th February.
KAGA MARU		Wednesday,	11th March.
SOUTH AMERICA (West Coast) via Mexico & Panama.	HEIYO MARU	Thursday,	5th March.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.	KAWACHI MARU	Wednesday,	25th February.
NEW YORK, BOSTON via Panama.	↑ TAKETOYO MARU	Sunday,	1st March.
LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa.	↑ DELAGOA MARU	Sunday,	15th February.
↑ LYONS MARU (calls Saigon)		Saturday,	14th March
CALCUTTA via Singapore, Penang & Rangoon.	↑ BENGAL MARU	Sunday,	15th February.
↑ CALCUTTA MARU		Sunday,	1st March.
SHANGHAI, KOBE & YOKOHAMA.	↑ TSURUGA MARU	Friday,	13th February.
↑ LIMA MARU		Thursday,	19th February.
ATSUTA MARU (Nagasaki direct)		Thursday,	19th February.
FUSHIMI MARU		Saturday,	21st February.

* Cargo only.

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O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP via Singapore, Colombo, Suez & Port Said.	Amazon Maru	Tues., 10th Mar.
RIO DE JANEIRO, SANTOS & BUENOS AIRES via Saigon, Singapore, Colombo, Durban & Capetown.	Hawaii Maru	Fri., 6th Mar.
KARACHI & BOMBAY via Singapore & Colombo	Honolulu Maru	Thurs., 19th Feb.
	Shanghai Maru	Sat., 14th Feb.
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOMBASA via Singapore & Colombo.	Panama Maru	Tues., 3rd Mar.
MELBOURNE via Manila, Brisbane & Sydney.	Sydney Maru	Fri., 6th Mar.
CALCUTTA via Singapore & Rangoon.	Celebes Maru	Wed., 18th Feb.
VICTORIA, SEATTLE, TACOMA & VANCOUVER via Japan Ports.	Arabia Maru (from Shanghai)	Sat., 21st Feb.
NEW YORK via Japan ports, Los Angeles & Panama. Call Direct at Boston, Philadelphia & Baltimore.	Hokuroku Maru	Thurs., 19th Mar.
JAPAN PORTS (Freight Service).	Kino Maru	Fri., 13th Feb.
HAIPHONG via Hoihow & Pakhoi (Fortnightly).	Menado Maru	Thurs., 19th Feb.
KEELUNG via Swatow & Amoy (Every Sunday Noon).	Dof. Maru	Thurs., 26th Feb.
TAKAO via Swatow & Amoy (Fortnightly).		

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STEAMERS' MOVEMENTS.

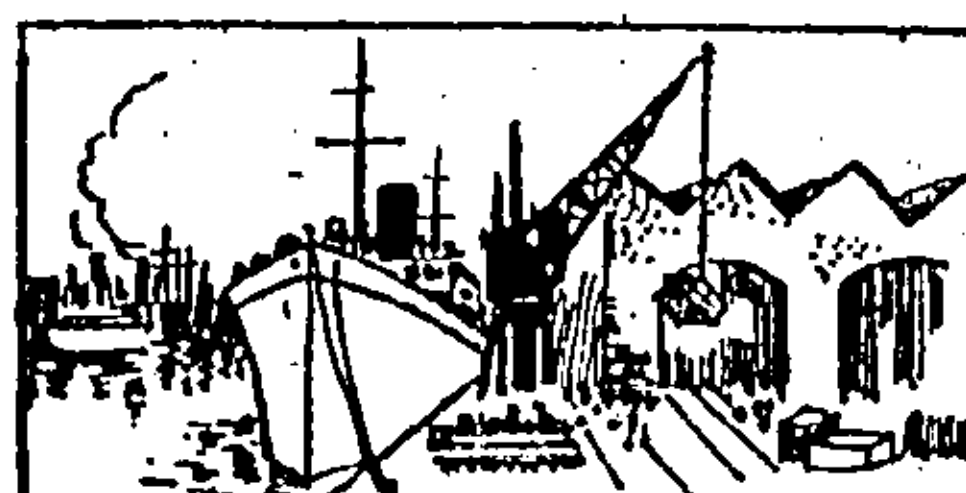
The C.F.S. R.M.S. Empress of Japan arrived at Kobe on February 10 (Tues.) at 6 p.m., and is due at Yokohama on February 10 (Tues.) at 9 p.m., and was due at Yokohama on February 11 (Wed.) at 3 p.m. She left Yokohama on February 12 (Thurs.) at 3 p.m.

The C.F.S. R.M.S. Empress of Australia (R/W Cruise) arrived at Manila on February 11 (Wed.) at

6 a.m., leaves Manila on February 12 (Thurs.) at 6 p.m., and is due at Hong Kong on February 14 (Sat.) at 8 a.m. She leaves Hong Kong for Keelung on February 17 (Tues.) at 10 p.m.

CONSIGNEE'S NOTICE

Consignees of Cargo, ex the Cracovia, are reminded to take delivery of their goods which will be subject to rent after February 16.



MYSTERY OF THE SEA.

French Ketch Found Off La Roque.

Jersey, Dec. 13.
At about 11 o'clock on Thursday morning of last week, three La Roque fishermen, named Frank Mallet, Arthur Gallichan and George Marie, were busy lifting their trawls off La Roque when they noticed a French ketch sailing along with apparently no one on board. They watched her in order to ascertain definitely if there was anyone in charge, but their suspicions were confirmed when they noticed her strike a rock due South-West of La Roque. She had her main-sail and foresail set and her auxiliary motor was running in neutral.

As the tide turned the craft lifted, and swinging around, sailed off in the direction of the French coast: thereupon the three fishermen made after her, and boarding her near La Petite Frouche, found that she had been abandoned apparently but a short time before, for the cabin light was still burning and there were sardines and bread on the table.

They tied their punt astern and made for St. Helier, which was reached at about 3 p.m.

The ketch in question, which is named Compressol, of St. Servan, belongs, it appears, to Capt. Gesret, of St. Malo.

Captain F. Allix, Deputy Harbour Master, on learning of the find proceeded alongside the vessel, which was safely moored on the Commercial Buildings side of the Old Harbour, and secured the necessary details.

M. le Consul de France, to whom the ship's papers were handed, took immediate steps to ascertain the crew's whereabouts, and telegraphed to Cancale, Pleherel, Chausey and other places with a view to tracing them. It is established that the little vessel arrived at Cancale on December 1 with a load of road stone from Pleherel, a little port situated in Cotes-du-Nord, between Cap Frehel and Erquy. After discharging her cargo she left Cancale on December 3 bound for Pleherel in ballast. The vessel carried two men when she left Cancale.

Capt. Allix, asked whether he was going to send the Duke of Normandy out to the Minquiers on the chance the men might be there, gave it as his opinion also that they had landed on the French coast, and he did not consider it necessary to send the tug out as there was a lack of definite information and the weather was so calm. On receiving this reply the proprietor of the Evening Post inquired whether it would be possible to charter the Duke of Normandy to take representatives of the paper in search of the men.

Permission for the charter was asked of the President of the Piers and Harbours Committee, who advised the Deputy Harbour master to await replies to the telegrams sent by the Consul and then to use his own discretion.

The Compressol is a well-found little vessel and the engine is stated to be a good one, though the hull of the vessel is old. The La Roque fishermen who found her, Messrs. F. Mallet, A. Gallichan, and Geo. Marie, are taking it in turns to safeguard their prize. Capt. Rive, of the Harbourmaster's staff, was this morning engaged in taking an inventory of the ship at the request of the Consul de France.

It is stated that an examination of the leaks in the hull of the Compressol was made by Mons. le Consul de France and Pere C. Burdo, of Maison Saint-Louis, who is an authority on the geology of the Channel Islands, and pieces of stone which were found adhering to the hull at the spots where the leaks are stated by him to be identical with the geological formation of rocks off La Roque.

The Mystery Solved.

The mystery was solved the following evening, when M. le Consul de France received a telegram from the Administrateur de la Marine at St. Malo, stating that the Captain had landed at St. Malo, and reported that his mate had been "knocked overboard early on Thursday morning and drowned."

The vessel was making way under power as there was little wind, but the fore and mainsails were set, Captain Gesret was steering and attending to the engine, and Godefroy was standing between the two masts when a sudden gust caused the main-sail boom to jibe, and Godefroy was struck in the chest and flung overboard. His cry alarmed the skipper, who immediately put the engine into neutral, and went to the rescue in the ship's boat. There was a mist at the time, and a search lasting many minutes failed to reveal any trace of the missing man, who had apparently sunk. Giving up the search, the skipper started to make his way to the ketch, but the vessel had drifted off and was lost to sight in the mist.

Left in such a terrible predicament, with his mate drowned and his vessel cruising off unattended, the skipper made the best of his way towards St. Malo, and after rowing for several hours eventually landed on the islet of Cezembre, in St. Malo Bay, whence he reached St. Malo in an exhausted condition.

The Compressol is owned by the Compagnie des Carriers de l'Ouest, and is insured with Messrs. Roy, of Nantes.

Captain Edouard Alphonse Gesret, arrived in the island on Monday by the s.s. St. Brieuc, accompanied by a representative of the Societe des Carriers de l'Ouest, the owners of the vessel, and was met by M. le Consul de France. The party immediately went down to the Compressol and made an inspection of the vessel, after which an "E.P." representative was kindly afforded an opportunity for an interview with the skipper, a typical Breton sailor, who showed visible signs of his emotion as he graphically described his nerve-racking experience.

"We left Cancale for Pleherel on Wednesday afternoon," said he, "and about 7.30 p.m. were some three miles off Cezembre, shaping our course seawards to round Cap Frehel. The night was calm but cold, and there was some mist. My mate, Cesar Anthoine Godefroy, had just come up from below after his supper and had gone forward to see that all was well before relieving me at the tiller. We had our fore and mainsails set and as there was little wind we were using the engine. Godefroy was standing amidships, when suddenly the main boom swung over and, striking him in the face, knocked him overboard. Hearing him shout I immediately threw over our lifebuoy and also a big baulk of wood which was on deck and brought the small boat, which was towing behind, alongside. Having done this I put the engine on to full speed and brought my vessel round until I came near to where I could hear my mate crying 'Help.' Putting the engine into neutral and lashing the tiller I got into the dinghy and sculled towards the cries, which were growing ever fainter in the mist and darkness. I sculled round for over an hour, but could find no trace of my mate, who must have become exhausted and sunk. So I gave up the attempt and made for my vessel, which was drifting with the wind and tide towards St. Malo. Sculling hard, I several times came within 10 yards of her, but each time it seemed she mocked my efforts and a gust of wind took her further away. All the time I could hear the drone of the motor and the noise of breakers which showed we were getting near the rocks with which St. Malo Roads are dotted until finally I saw her touch the rocks. Thinking I had her at last, I redoubled my efforts and made for her, but another gust came and off she went again. I was by now growing weary but I summoned what strength I had left and followed her towards the sea again, but the mist hid her from me and I thought I followed what I thought was the sound of the motor for some time. I saw no more of her, and finally made St. Malo Harbour pretty well exhausted."

"In the morning, I went to where I expected to find my vessel on the rocks and was astonished to find she was not there. The next I heard of her was that she had been picked up off Jersey. The wind was East,

with a trifle of North in it, and that was what made her take that course, and she probably passed to the Eastward of the Minquiers. That mark on her bow was where she struck at St. Malo, the other leak was when she hit the rock here."—Jersey Weekly Post.

PASSENGERS LISTS.

ARRIVALS.

Per s.s. Empress of Canada on February 12:—
Mr. P. Daly, Mr. C. B. de Pidoll, Rev. Patrick Rafferty, Mr. G. L. Blum, Mr. John P. Hollingdale, Miss H. F. Harrington, Mr. A. J. Boyes, Mr. and Mrs. K. Pinder, Mrs. A. Sundquist, Mr. Van Schmedden, Mr. C. E. Marshall, Mr. F. de la Cruz, Mr. Henry W. Kinney, Mr. Geo. Lake, Mr. and Mrs. H. E. Hayward.

DEPARTURES.

Per m.s. Hikawa Maru for Seattle and Victoria on February 12:—
Mrs. A. V. Russakoff, R. Drenphahn, Mr. Felix Hille, Mr. K. K. Fong, Mr. Alfred Westphal, Mr. and Mrs. J. Grover Sims, Mr. Isaac Da Silva, Miss F. Middleton, Miss W. Middleton, Mr. Y. Mimura, Mr. E. Takagi, Mr. K. Kamiya, Mr. and Mrs. H. Taudzuki, Mr. Y. Nakane, Rev. J. Hiramatsu, Mr. G. S. McRostie, Mr. Wallace Winfree, Miss Odessa Martin, Mr. Macaroi Bernardo, Mr. Robert Cloughley, Mr. Leonard Hicko Mufford, Mr. A. J. Gentil, Mr. P. Neergaard, Mr. C. Neergaard.

WARSHIPS IN PORT.

The following British warships were in harbour to-day:—
Berwick—North wall.
Bridgewater—South wall.
Cumberland—West wall dock.
Herald—South wall.
Hermes—No. 1 buoy.
Iroquois—North wall.
Kent—North arm.
Marathon—No. 13 buoy.
Medway—No. 2 buoy.
Moth—East wall.
Odin—No. 2 buoy.
Osiris—In dock.
Oswald—In dock.
Otus—No. 2 buoy.
Peterfield—North wall.
Seraph—No. 8 buoy.
Sterling—North wall.
Stormcloud—No. 11 buoy.
Suffolk—In Tailu dock.
Foreign Men-of-War.
Argus—French gunboat.
Mindanao—American gunboat.

ARRIVALS OF SHIPS.

Tuesday, February 10.
Chian Lee, Chinese str., 1,850 tons, Capt. K. Ishii, from Canton, buoy No. B17.—Yee Tai Hong.
Deli Maru, Japanese str., 1,293 tons, Captain R. Saada, from Canton, O.S.K. Pier.—O.S.K.
Kumsang, British str., 3,540 tons, Captain J. H. Ferguson, from Kobe, Kowloon Dock.—J. M. & Co.
Wing Lee, Portuguese str., 641 tons, Capt. Jose Antunes, from K. C. Wan, buoy No. C2.—Wo Hop & Co.

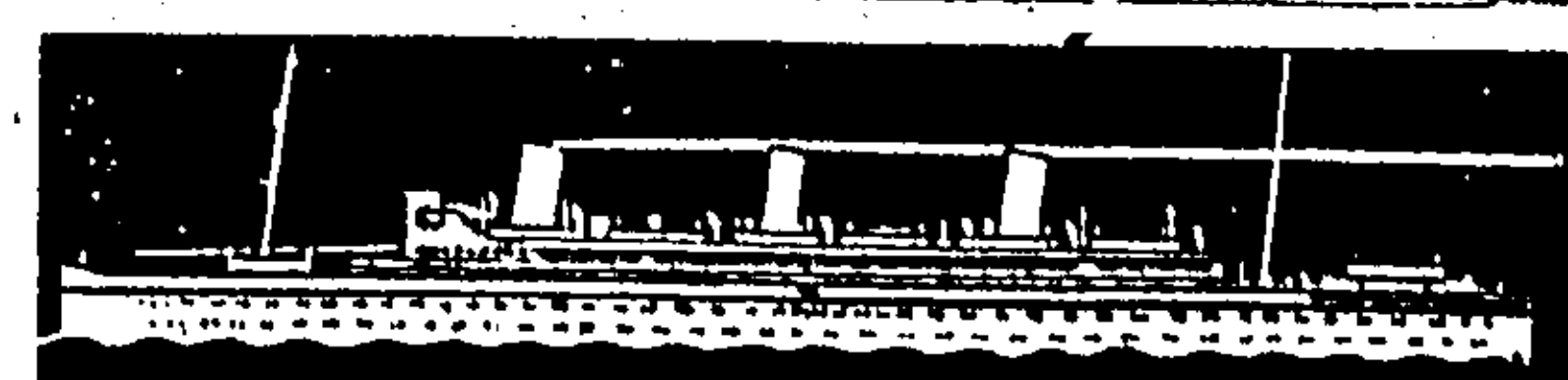
Wednesday, February 11.
Atago Maru, Japanese str., 4,516 tons, Captain S. Miyai, from Manila, buoy No. A8.—N.Y.K.
Canton Maru, Japanese str., 2,820 tons, Captain Y. Iwasaki, from Swatow, O.S.K. Wharf.—O.S.K.
Eng Lee, Chinese str., 865 tons, Capt. H. Maki, from Dalren, buoy No. B21.—Yee Tai Hong.
Kaiapoi, British str., 1,247 tons, Capt. Baldwin, from Keelung, buoy No. B29.—Williamson & Co.

Haining, British str., 882 tons, Captain A. H. Stewart, from Swatow, Douglas Wharf.—Douglas & Co.
Hydrangea, British str., 561 tons, Captain P. W. Grierson, from Swatow, Chiu On Wharf.—Chiu On S.S. Co.

Nippon, Swedish str., 2,251 tons, Captain Magnusson, from Haiphong, buoy No. A11.—Gilman & Co.
Soochow, British str., 1,894 tons, Capt. F. N. Booth, from Swatow, buoy No. B19.—B. & S.

YESTERDAY'S SOLUTION

1-Short and sharp manner	45-On the ocean	15-Journey
4-In bed	47-Masculine name	17-Pitch
5-A loud brazen sound	48-Rebel (abbr.)	18-To mend with needle and thread
6-Feeble minded	49-A kingdom of Asia	19-Observed spelling of
11-A short breath	50-Another spelling of Noah	21-Endless
12-A sudden slide	51-Smothered	22-Tokens of disgrace
14-Placed	52-To grow old	23-Specks
16-Regarded with disgust	53-Bang	24-A strong cotton or linen fabric
18-Decagrams (abbr.)	54-Army	25-Dative (abbr.)
20-A species of vetch	55-Mister (Sp.)	31-Propeller
22-Extinct New Zealand bird	56-An act	32-Extend over
23-Barter	57-Give up	33-Any open space
24-Entrance		34-Ridge of sand near surface of water
25-Repairs		35-Largest continent
27-Large wooded plant		36-A lady
28-Combining form		41-Around the outside
30-To originate, as a word		43-Decorate
32-Grade		44-Complete
33-A steep broken rock		45-Ancient
35-Stake in a game of cards		51-Small plum-like fruit
37-Feminine name		52-Narrow strip of stout fabric
40-Cent of rubber		53-Comfort
42-Water in form of vapor		54-Dread (Simplified spelling)
		55-Turf
		56-Point of compass (abbr.)



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SAT. 21st

S.S. "TAI MING"

[649 tons—Capt. W. H. Lawton.]

FEBRUARY.

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WED. 19th

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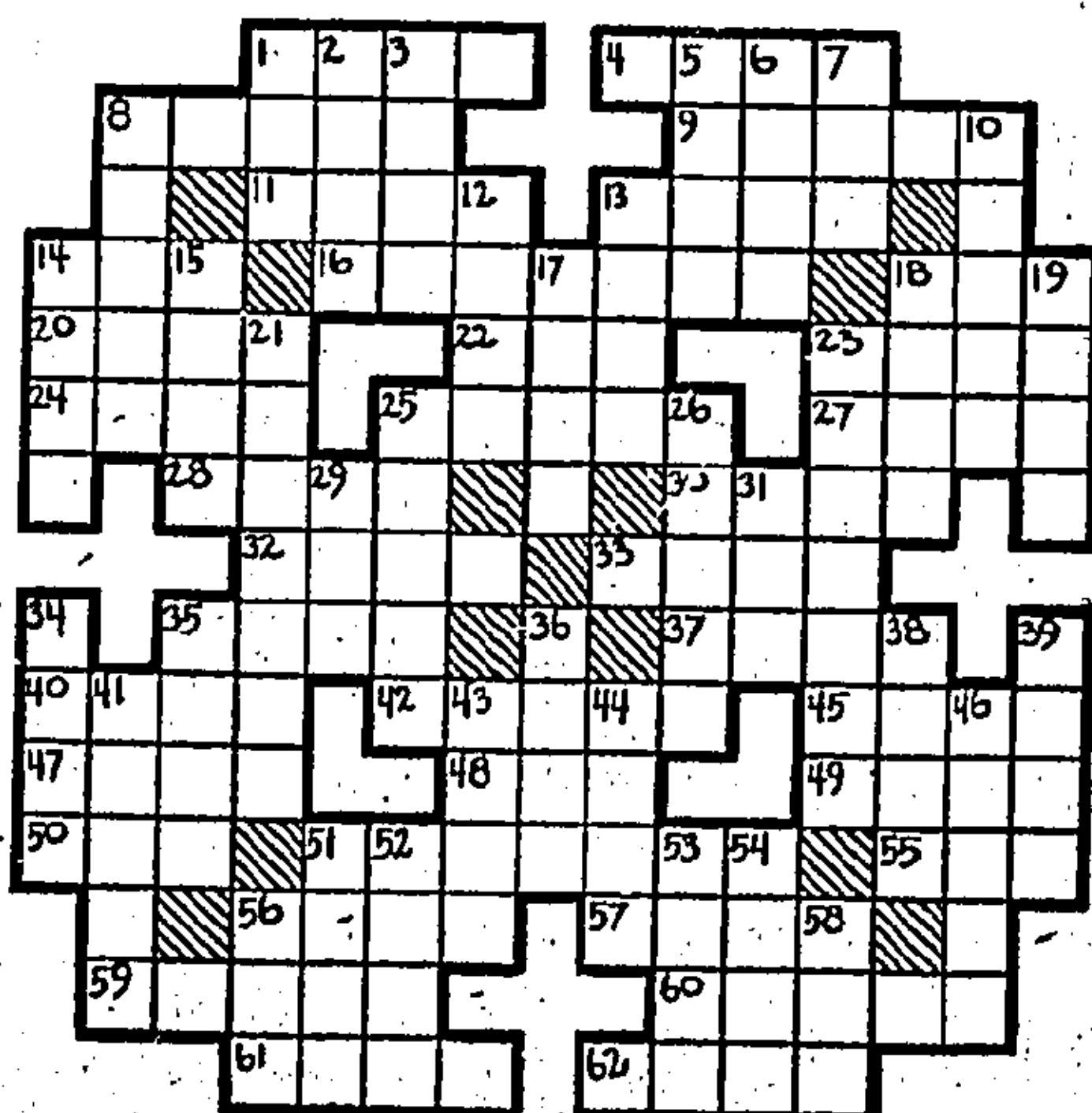
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DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



HORIZONTAL	HORIZONTAL (Cont.)	VERTICAL (Cont.)
1-Short and sharp manner	45-On the ocean	15-Journey
4-In bed	47-Masculine name	17-Pitch
5-A loud brazen sound	48-Rebel (abbr.)	18-To mend with needle and thread
6-Feeble minded	49-A kingdom of Asia	19-Observed spelling of
11-A short breath	50-Another spelling of Noah	21-Endless
12-A sudden slide	51-Smothered	22-Tokens of disgrace
14-Placed	52-To grow old	23-Specks
16-Regarded with disgust	53-Bang	24-A strong cotton or linen fabric
18-Decagrams (abbr.)	54-Army	25-Dative (abbr.)
20-A species of vetch	55-Mister (Sp.)	31-Propeller
22-Extinct New Zealand bird	56-An act	32-Extend over
23-Barter	57-Give up	33-Any open space
24-Entrance		34-Ridge of sand near surface of water
25-Repairs		35-Largest continent
27-Large wooded plant		36-A lady
28-Combining form		41-Around the outside
30-To originate, as a word		43-Decorate
32-Grade		44-Complete
33-A steep broken rock		45-Ancient
35-Stake in a game of cards		51-Small plum-like fruit
37-Feminine name		52-Narrow strip of stout fabric
40-Cent of rubber		53-Comfort
42-Water in form of vapor		54-Dread (Simplified spelling)
		55-Turf
		56-Point of compass (abbr.)

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

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DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tonnage	From	Destination
*KASHGAR	9,003	14th Feb.	Marseilles, London, Hull, Hamburg.
*TALWA	10,280	28th Feb.	Marseilles & London.
*ALFPORE	9,273	2nd Mar.	Straits, Colombo & Bombay.
*KHIVA	9,135	7th Mar.	Marseilles, London, Hull, Hamburg.
*KHYBER	9,114	14th Mar.	Mars., L'don, Hull, R'dam & A'werp.
*SOMALI	—	21st Mar.	Marseilles, London, Hull, Hamburg.
*RAWALPINDI	15,610	28th Mar.	Marseilles & London.
*KARMALA	9,128	11th Apr.	Mars., L'don, Hull, R'dam & A'werp.
*RAJPUTANA	15,568	25th Apr.	Marseilles & London.
*SOUDAN	—	2nd May	Marseilles, London, Hull, Hamburg.
*KALYAN	9,114	9th May	Mars., L'don, Hull, R'dam & A'werp.
*KOMORIN	15,132	23rd May	Bombay, Marseilles & London.
*KASHMIR	8,885	6th June	Mars., L'don, Hull, R'dam & A'werp.
*RANPURA	15,601	20th June	Bombay, Marseilles & London.
*KASHGAR	9,003	14th July	Marseilles, L'don, R'dam & A'werp.
*RAWALPINDI	15,610	18th July	Bombay, Marseilles & London.
*KHYBER	9,114	1st Aug.	Mars., L'don, Hull, R'dam & A'werp.
*RAJPUTANA	15,568	15th Aug.	Bombay, Marseilles & London.
*KARMALA	9,128	29th Aug.	Marseilles & London.
*CATHAY	15,121	12th Sept.	Bombay, Marseilles & London.
*KALYAN	9,114	26th Sept.	Marseilles & London.

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BRITISH INDIA-APCAR SAILINGS.

TAKADA	6,949	27th Feb.	Singapore, Penang & Calcutta.
TALWA	10,006	13th Mar.	Singapore, Penang & Calcutta.
SANTHIA	7,751	2nd Apr.	Singapore, Penang & Calcutta.
TALWA	10,006	16th Apr.	Singapore, Penang & Calcutta.
TAKADA	6,949	2nd May	Singapore, Penang & Calcutta.

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carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

TANDA	4,956	28th Feb.	Manila, Rabaul, Brisbane, Sydney
ST. ALBANS	4,506	1st Apr.	& Melbourne.
NELLORE	4,853	1st May	

Regular monthly sailings from Hong Kong to Shanghai and Japan
and Hong Kong to Australia.

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The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of steamers to London via Suez.
The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

KHYBER	9,114	14th Feb.	Shanghai, Moji, Kobe & Yokohama.
*SOMALI	—	20th Feb.	Shanghai, Moji, Kobe & Yokohama.
TALWA	10,006	25th Feb.	Amoy, Shai, Moji, Kobe & Osaka.
*RAWALPINDI	15,610	28th Feb.	Shanghai, Kobe & Yokohama.
*MIRZAPUR	6,715	5th Mar.	Moji & Kobe.
*ST. ALBANS	4,506	8th Mar.	Shai, Moji, Kobe, Osaka & Y'hama.
SANTHIA	7,751	11th Mar.	Amoy, Moji, Kobe, Osaka & Y'hama.
KARMALA	9,128	14th Mar.	Shanghai, Moji, Kobe & Yokohama.
*SOUDAN	—	19th Mar.	Shanghai, Moji, Kobe & Yokohama.
TALWA	10,006	24th Mar.	Amoy, Moji, Kobe & Osaka.
*RAJPUTANA	15,568	27th Mar.	Shanghai, Kobe & Yokohama.
NELLORE	4,853	31st Mar.	Shai, Moji, Kobe, Osaka & Y'hama.
TAKADA	6,949	10th Apr.	Amoy, Shai, Moji, Kobe & Osaka.
KALYAN	9,114	10th Apr.	Shanghai, Moji, Kobe & Yokohama.
TALWA	10,006	24th Apr.	Amoy, Moji, Kobe & Osaka.
*KOMORIN	15,132	24th Apr.	Shanghai, Kobe & Yokohama.
*KASHMIR	8,885	8th May	Shanghai, Moji, Kobe & Yokohama.
TANDA	4,956	9th May	Amoy, Moji, Kobe & Osaka.
TALAMBA	8,013	12th May	Shanghai, Moji, Kobe & Yokohama.
RANPURA	15,601	22nd May	Shanghai, Kobe & Yokohama.
*KASHGAR	9,003	5th June	Shanghai, Moji, Kobe & Yokohama.
*ST. ALBANS	4,506	5th June	Shai, Moji, Kobe, Osaka & Y'hama.
*RAWALPINDI	15,610	19th June	Shanghai, Kobe & Yokohama.
KHYBER	9,114	3rd July	Shanghai, Moji, Kobe & Yokohama.
NELLORE	4,853	6th July	Shai, Moji, Kobe, Osaka & Y'hama.
*RAJPUTANA	15,568	17th July	Shanghai, Kobe & Yokohama.
KARMALA	9,128	31st July	Shanghai, Moji, Kobe & Yokohama.

* Cargo only.

All dates are approximate and subject to alteration without notice.
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Steamers on London and Australian Lines are fitted with Laundries.
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Hong Kong, April 1, 1924.

100 YEARS AGO.

HOSPITAL SHIPS IN RIVER THAMES.

Just a hundred years ago an epidemic of cholera caused havoc in many parts of the country, but it was severely felt in and about the port of London, says the Journal of Commerce.

In those days there were few, if any, precautions taken to fight against the importation of diseases, and the ports of the country were particularly liable to be the starting points from which these spread to other parts of the kingdom.

How severe some of these invasions were are indicated in certain old log books which have been unearthed from the dust of years in the cellars of the Seamen's Hospital, Greenwich, which originally belonged to one (the Dreadnought) of three hospital ships moored off Greenwich more than a century ago to supplement the work of the shore hospitals.

The log books in question cover a period of nearly forty years, and refer particularly to the outbreak of cholera in 1830, and the recurrence of the disease in epidemic form in many subsequent years, "when the disease raged all over dockland." So great was the pressure for hospital accommodation that another ship was lent by the Admiralty to accommodate the cases.

The insanitary conditions on shipboard, however, finally resulted in the transfer of all patients to shore hospital. Such conditions as are here suggested are in marked contrast to present-day experience. Ports are still liable to be the receiving centres for many cases of diseases contracted abroad, but as the reports of Port Medical Officers all over the country show, comparatively few serious cases are required to be dealt with on a ship's arrival.

In regard to liners the utmost vigilance is exercised by the ship's doctor, and any case of sickness is promptly and effectively isolated. Generally speaking, recovery takes place before the arrival at a home port, but if not becomes the duty of the Port Sanitary Officer to continue the care of the sick person or persons at the port's isolation hospital, and so well is the work done at all home ports that there is generally not the slightest fear of the spread of any disease so brought, beyond the confines of the medical cordon.

The log books of the present day may contain occasional reports of sickness among passengers or crew, but they certainly provide better reading than those of a century ago. It is interesting to note one item in the log of the Dreadnought to which reference is made. "In the winter of 1823," it is recorded, "the secretary reported that owing to the presence of ice in the river he had been unable to get a report from the ship." This sounds odd in these days of wireless and telephones.

HONG KONG TIDES.

The time used is Standard, or mean time of the meridian of 120 deg. E.; 00h. is midnight, 12hrs. is noon. The heights are referred to the datum of the largest scale Admiralty chart of the place and should be added to the depths given on the chart unless preceded by an asterisk (*), when they should be subtracted from the depths.

February 12 to 13, 1931.

DATE	HIGH WATER	LOW WATER
Feb.	ft.-m.	ft.-m.
Thurs 12	11 58 3	11 50 1
Fri 13	11 58 3	11 50 1
Sat 14	11 58 3	11 50 1
Sun 15	11 58 3	11 50 1
Mon 16	11 58 3	11 50 1
Tue 17	11 58 3	11 50 1
Wed 18	11 58 3	11 50 1

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CHANGTIE Feb. 12 Feb. 16 Feb. 19 Feb. 23

TAIPING Mar. 12 Mar. 16 Mar. 19 Mar. 23

TAIPING Mar. 12 Mar. 16 Mar. 19 Mar. 23

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AN OUTLAW.

SENTENCE ON MISSING SHIPPING MANAGER.

Edinburgh, Dec. 8.
Sentence of outlawry was pronounced at the High Court of Justiciary at Inverness on Andrew Ross, manager of a vessel which foundered in the North Sea, who did not appear on charges connected with the case. Ross also forfeited a bail bond of £30.

The sentence of outlawry in modern times is unusual, although early last year it was passed upon an Edinburgh chartered accountant who failed to surrender at the High Court of Edinburgh on a charge of embezzling £1,000. In Scotland outlawry, or fugitation, may, on the motion of the Crown, be pronounced by Supreme Criminal Court when the accused person has absconded and fails to appear for trial. If a defendant returns and submits himself to the authorities the sentence may be rescinded and the original charge proceeded with. An outlaw has no legal rights, being unable to sue in any court, yet he is personally liable on all causes of action.

The vessel concerned was the Sutherlandshire Lass, and the trial began on December 7 of George Gunn, the skipper, who was charged with acts which amounted to the scuttling of the ship. He pleaded not guilty. Ross, who was not on board the ship, was indicted for having acted in concert with Gunn in fraudulently procuring a person to say he was a member of the crew when the vessel sank and that to his knowledge the pump which it was alleged Gunn had tampered with was used to free the ship of sea water.

The Mate's Story.
John Matthews of Lossiemouth, mate of the vessel, giving evidence, said the vessel left Blyth with a cargo of coals. He thought the vessel was employed to go to sea with so much water in it, and he shouted to a man on the pier, "In twenty-four hours the boat will go down." The skipper was not sailing his proper course to get from Blyth to Inverness, as the vessel was sailing straight out to sea. After the ketch left Blyth the small boat was filled with food, lamps, etc. Ultimately the small boat was launched and the crew passed the night in it. Before leaving Gunn lashed the wheel to port with ropes. Matthews said he noticed that the pump had been dismantled. Gunn, he said, was the only person who could have done it. They kept close to the Sutherlandshire Lass all night. In the morning Gunn went on board on two occasions. If the pump had been used when they left Blyth the vessel could have been kept afloat.

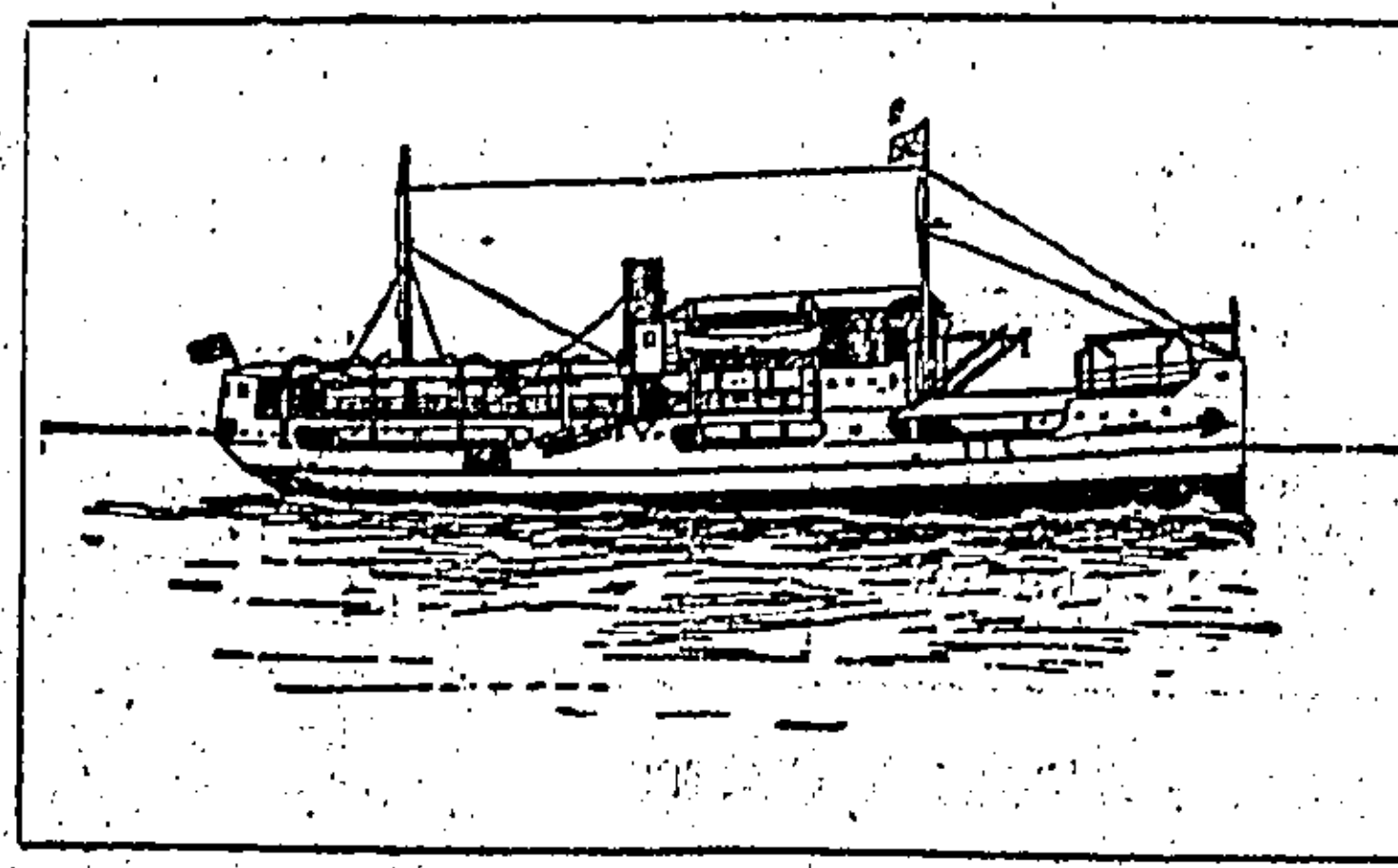
A woman named Cheung King was charged before Mr. Butters in the Kowloon Court this morning with keeping a po-piu lottery gaming house at No. 33, Reclamation Street, and with the possession of five po-piu lottery tickets. She was fined \$100 or six weeks jail on the first charge, and \$10 or one week's jail on the second charge.

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A1, A.B.C.
Fifth Edition;
English: First and Second Edition; Western Union and Watkins.

M.S. "SUGBO"

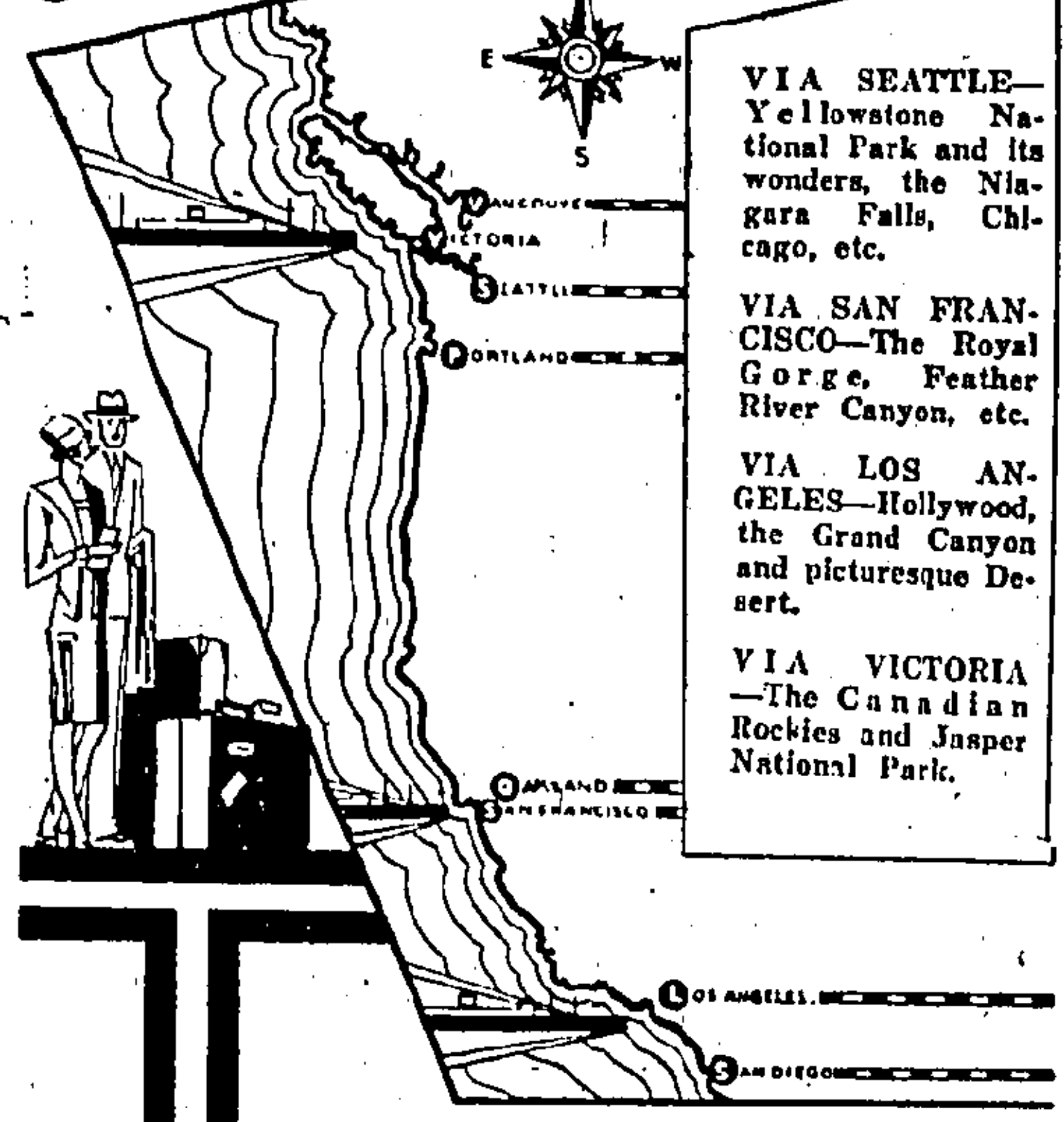
Single screw steel passenger and cargo motor ship. Dimensions:—154' 0" B.P. x 28' 0" MLD, x 11' 6" MID.; D.W. 470 tons; R.H.P. 300; Speed 10 1/2 knots. Built and machinery installed by The Hong Kong & Whampoa Dock Co., Ltd., to the order of La Naviera Filipina Inc., Cebu for Philippine coasting service.

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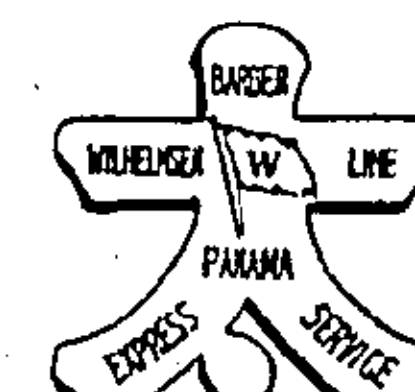
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Street, Strand, W.C.2.

DEATH.

MACKENZIE—At his residence,
6, United Terrace, Kowloon,
Colin Mackenzie, Manager of
the Colonial Dispensary, on
February 11, 1931, in his 41st
year. Deeply regretted.—The
cortege will pass the Monu-
ment at 5 p.m. to-day.

Hong Kong, Thursday, Feb. 12, 1931.

RIGHTS OF MAN.

The letter in the *China Mail* on
Monday which declared St.
Patrick's Ball to be a "monstrous
luxury," raises at least one in-
teresting question—the rights of
the individual in regard to rates
and taxes. The letter itself we
do not propose to deal with, for
it effected a matter with
which we are not at the
moment concerned; but there
is one phrase that we
feel bound to challenge—"the
man who can afford to pay \$10
for another 'Luxury' Ball" can
afford to pay taxes. That is
neither a true nor a logical state-
ment. Men often pay for things
which they cannot afford and, in
this Colony especially, possess
things which have not been paid
for. By the pernicious system of
chits a man lives in advance of his
salary, and so long as he con-
tinues to do that he is always in
debt. Such a man cannot afford
to pay taxes, for no Government
will allow its taxes to be oper-
ated on the chit system; if it did,
the citizens would never be out of
debt. Veritable slaves of the Gov-
ernment, and this would cripple
their spending power.
The plea of poverty need not
be qualified by rage and sorrow. A
man is poor if he cannot afford to
buy the things which he needs or
wants, and he becomes poorer still

if he obtains them in advance. A
poor man may subscribe ten dol-
lars to an Association or to a Ball,
but this does not necessarily mean
that he has ten dollars too many.
The money has to be deducted
from his capital or savings, and
he either becomes in debt or has
to do without something of the
same value. The argument that
because he can spend his money
on a Ball he can afford to pay
taxes is quite untenable, for
taxes are not sporadic, unfor-
tunately, but persistently regu-
lar.

If citizens of Hong Kong have
pleaded poverty "for months"
they have done so with every
justification, for the majority is
paid in silver dollars and has, as
a consequence, been affected in
proportion with the fall in ex-
change and the rising rate of
prices. Were a fresh burden to
be placed upon them, in the form
of taxation, local trade would
reach a state of stagnation which
would easily outweigh the advan-
tage gained by the imposition of
taxes. Prices would soar even
higher and this factor, combined
with the doubly decreased spend-
ing power of the purchaser, would
lead to a commercial standstill.

Only the bare necessities of life
would be bought, and every form
of luxury, which means employ-
ment and profits, would be aban-
doned. Clothes would be made to
last longer, shoes would be re-
paired over and over again, shirts
would be worn long past the fray-
ed stage, and the only increase
would be in the number of sub-
scribers to the local libraries; for
pictures, plays, concerts, race
meetings, and Balls would be quite
out of the question. As the re-
sult, sixty per cent. of the shops
in the Colony would go bankrupt,
the import trade would slow down,
steamship offices close, and there
would be a general exodus, swifter
than the march of the Israelites to
the Red Sea.

Taxation is never successful if
it is malicious. People are not
taxed because they are helping
trade and labour by spending
their salaries on things which
may not be thought to be neces-
sary; although, who but them-
selves should be the arbiters on
what is necessary and what is
not, it is beyond our powers to
decide. Taxation is imposed only
when a Government is faced with
a really grave deficit in its Bud-
get, and when it is the only
course left by which its financial
affairs may be balanced. Even
then it is always
judicious, and framed so
that the individual shall feel
the burden as lightly as possible.

With this end in view taxes are
levied on tobacco, spirits, and on
entertainments, for these are
rightly held to be luxuries which
may be evaded by the exercise of
a little thrift. Their effect can
only be beneficial, for they in-
crease the revenues of the country
and are often a great advantage
to family life. Direct taxation,
however, is a burden which can-
not be avoided, even by the astute,
and a considerable degree of the
industrial depression at home can
be traced to its imposition.

The incidence of direct taxation
in Hong Kong would be a calamity
the entire consequences of which
it is difficult to imagine, and
though we all deprecate and dread
its coming, we can at least be cer-
tain that the few extra dollars we
may spend on entertainments will
bring no nearer its introduction.

CORRESPONDENCE.

POPSY IRREPRESSIBLE!

[To the Editor of "China Mail"]
My dear—Tubby's been chuck-
ling to himself all week about that
new law for making people pay
more for dying. He says it's a
sound principle to tax the dead and
the civil servants because neither
of them can answer you back, and
anyhow the civil servants are just
as dead as the others, but isn't that
lazy majesty or blarney or some-
thing?

Angus says that darling police-
man with the pretty uniform who
asked for subscriptions for bright-
ening the streets ought to get a
medal for the idea and that poor
Sir William ought to take the tip
and open a public subscription so
that everybody could help with the
budget. He says that if you had
numbered receipts and the winner
got a nightgown and there were lots
of nice medals and things as con-
solation prizes everybody would
rush to show their loyalty and buy
no end of tickets and then there'd
run the place on voluntary contribu-
tions like the Dogs Home.

Tubby's heard for absolute cer-
tain that positively all the Directors
of the companies and things have
refused to take any fees this year
and are petitioning the shareholders
to reduce them, too, terribly noble,
my dear. But the shareholders
say they must loyally take their
pittances and it's very difficult for
the financial maggots to know what
to do.

Your helpful,

Popsy.

P.S. You should have heard
Tubby's language when he saw the
dress shirts that I'd washed.
Positive Limehouse, my dear.
How was I to know the cook would
keep baking powder in the starch
box?

News in Brief.

Six months' imprisonment was
imposed on Cheung Yik-shing who
was banished in 1929 for ten years,
and who was found in Kowloon
yesterday.

It is notified by the Harbour
Master that no examinations for
certificates of competency for
masters, mates, or engineers will
be held during the week ending
February 21.

For having possession of seven
po-pia lottery tickets at Kowloon
City yesterday, Chau Tang-ka at
the Kowloon Court this morning
was fined \$15 or two weeks' im-
prisonment.

A Recital of Concerted Music will
be given at the Helena May In-
stitute on Thursday, February 19,
at 5.30 p.m. (Organized by Mrs.
Snowdon-Jones). Tickets as usual.
Please book teas in advance from
Matron 22160.—Advt.

Chan So, an unemployed Chinese,
pleaded guilty at the Kowloon
Magistrate to-day to breaking into
109, Apilu Street, and stealing a
quilt and six pieces of clothing.
Mr. Butters sent him to jail for
eight weeks.

A gambling gang made an ap-
pearance in the Kowloon Court this
morning, and 25 of them were fined
\$5 or one week's imprisonment.
While three absentees had their bail
of \$5 forfeited. Yeung Ying and
Wan Mui, who were charged with
keeping the gaming house at No. 6,
Argyle Street, where the raid was
made, were fined \$100 each.

The hearing of the Chinese gov-
ernment censorship case was to have
been resumed before Mr. Lindell
at the Central Magistrate's Court
yesterday. Mr. T. S. Whyte-Smith in-
formed His Worship that he was
unable to proceed with the case on
account of a witness, Mr. M. P. Leung,
who had left the service and whose
evidence as a censor was essential,
not being available.

FAIRLEA SCHOOL.

ANNUAL DISTRIBUTION OF PRIZES.

PROGRESS LAST YEAR.

The annual speech day of the
Fairlea Girls' School took place
yesterday afternoon in the Kwok
Siu-lau Hall of the St. Stephen's
Girls' College. Mrs. T'so, wife of
the Hon. Mr. S. W. T'so, gave away
the certificates to the successful
students in the presence of a large
gathering which included the Rt.
Rev. C. R. Duppuy, D.D., Anglican
Bishop of Victoria, the Hon. Mr.
S. W. T'so, and Miss Atkins, prin-
cipal of St. Stephen's Girls' College.

Mrs. Cheung, head mistress of
Fairlea School, presented the re-
port of the past year's working in
Chinese, and afterward gave a
short summary of the report in
English. She stated, in part:—
In 1930 the second class in the
middle school was opened with
nine students, there being already
22 students in Class 1 while the
total number of students on the
roll was 245.

The Government inspection took
place in the Autumn, and there have
been two half-yearly medical in-
spections. The reports have not yet
been sent in, but Mr. Y. P. Law
at the time expressed satisfaction
with the work.

We are very grateful to Mr. Lee
Lap for his generous gift of \$500
for a scholarship.

Interest in games is steadily
growing and the annual sports day
held in December was very success-
ful.

Our girls took a half-share in the
teaching of the Summer school for
poor children, and the results of
their efforts for the M.C.L. sale ex-
ceeded all previous records, Fairlea
being responsible for one-third of
the whole total \$3,600.

His Lordship the Bishop, as
Chairman, then addressed the
gathering.

After she had given away the
certificates, Mrs. T'so was the re-
cipient of a beautiful basket of
roses presented by one of the small-
est pupils.

M.S. TARAKAN.

NEW CARGO VESSEL FOR N.E.I. ROUTE.

On December 10 and 11 trials
were undertaken by the cargo-
motorship Tarakan, built for the
Nederland Steamship Co.'s cargo
service between Europe and the
Netherlands East Indies, by the
Whitton-Fijenoord Shipbuilding
Co., at Rotterdam.

Of 465 feet length be-
tween perpendiculars, 62 feet
moulded breadth, and 36
feet 3 inches depth to upper
deck, the deadweight capacity of
the ship is 10,436 tons on 28 ft.
10½ in. draft with summer free-
board, and the register tonnage
is 8,138 gross and 4,917 net.
Accommodation has been provid-
ed for 559 deck passengers.

The propelling unit is a
single acting, two-stroke cycle
Fijenoord-M.A.N. Diesel engine,
developing 7,000 s.h.p. at 105 re-
volutions per minute in eight
cylinders of 820 mm. diameter
and 1,440 mm. stroke.

TENDER'S HUNT FOR LINER.

Johan Van Oldenbarnevelt Held Up At Southampton.

London, Dec. 8.

The tale of Wight was completely
cut off from the mainland and the
passenger steamer services from
Portsmouth, Southampton, and
Lymington were stopped yesterday
afternoon. In the morning steamers
had slowly made their way across
the Solent with passengers, mails,
and newspapers, but further cross-
ings were considered too risky.

No large vessel entered, or left
the port of Southampton all day.
New York and the Ionie, bound for
Wellington, New Zealand, were held
up in London and will now be at
least 24 hours late calling at
Southampton. The Dutch liner
Johan van Oldenbarnevelt should
have left Southampton for Batavia
at six o'clock on Thursday night,
but was still at her berth last night,
and the departure of the Armada
Castle for Cape Town was delayed.
She should have sailed at four
o'clock yesterday afternoon.

The Alcantara, inward bound
from Buenos Ayres, dropped anchor
off the Needles, and the tender
which went from Southampton to
Cape Roads to meet the liner New
York from Hamburg returned to
port unable to find her. It was
then learned that she had anchored
in Spithead.

PERJURY CHARGE.

MONEYLENDER TO STAND HIS TRIAL.

NOTES WITHHELD?

Mr. Justice Jacks, in the Sum-
mary Court yesterday, held that
plaintiff, Fauja Singh, a money-
lender, had committed perjury in
a case in which three clerks of the
Hong Kong Electric Company were
concerned as defendants. His
Lordship directed that Fauja
Singh should stand his trial before
a Magistrate.

The three clerks concerned had
signed promissory notes for \$300
and \$400, the amount actually lent
being \$350, "following usual cus-
tom."

Mr. P. M. Hodgson, who conduct-
ed the case for defendants, told
His Lordship that both notes were
embodied in a further note for
\$500, upon which his clients re-
ceived \$150. They had, in fact,
borrowed \$650 in all, but had signed
for \$1,000.

It was stated in evidence by an
official of the Hong Kong Electric
Company that the moneylenders
had been paid off in the office.
Plaintiff was asked to produce any
other notes owing, but did not
bring forth the two for \$300 and
\$400, and in fact, made no mention
of them.

His Lordship, after hearing all
the evidence, held for defendants,
and committed plaintiff for trial on
a perjury charge.

MR. C. MACKENZIE.

DEATH OF A DISPENSARY MANAGER.

PASSES IN HIS SLEEP.

The death occurred yesterday at
his residence, 6, United Terrace,
Kowloon, of Mr. Colin Mackenzie,
manager of the Colonial Dis-
pensary.

On Tuesday afternoon Mr.
Mackenzie left his office a little
earlier than usual. He did not
complain of being unwell either in
the office or in the house. He re-
turned to bed at his usual hour and
passed away in his sleep.

Born in Hong Kong 41 years ago,
he was educated in the Diocesan
Boy's School. He was intended for
the medical profession, but pre-
ferred chemistry and was duly ad-
mitted to practice.

He worked for some time with
the Pharmacy after being certified,
and then promoted the Colonial
Dispensary, which is controlled by
Messrs. Colin Mackenzie & Co., Ltd.
Much sympathy will be extended
to his widow, and brothers and
sisters—Mr. Alec Mackenzie, of the
Standard Oil Co. of New York;
Mr. Alan Mackenzie of the Dairy
Farm, Mrs. Ezra Abraham, Mrs.
W. Goldenberg, and Miss Violet
Mackenzie.

The funeral takes place this
evening, passing the Monument at
5 o'clock.

SOLDIER DROWNED.

BODY FOUND FLOATING IN HARBOUR.

THE FUNERAL.

A possible solution to the
mystery surrounding the sudden
disappearance of a European, who
was seen to walk into the sea
from No. 5 wharf, Kowloon, was re-
ported yesterday, when a body was
found floating by Sergeant George,
who was patrolling in No. 6 Police
launch.

The body was later identified as
that of Private James McManus, of
the Argyll and Sutherland High-
landers.
Pte. McManus is stated to have
been a single man, and was in the
Regiment for seven years. His
period of service in the Regiment
had terminated recently, and he
was due to leave for home.
The funeral took place at 2
o'clock this afternoon.

Ten Years Ago.

From the "China Mail" of
February 12, 1921:

To-day dollar is worth 2½ %.

A War Office announcement makes
a special reference to the valuable
war services of Mr. H. F. Monk,
Major Alexander, and Lieutenant
Cornish, "Madan," and Hayde,
"Strait Settlements," Mr. A. D.
Blackburn, Shanghai, and Elhan
Dass, Madan, Hong Kong, all of
whom were censors.

COLONY'S CENSUS

Methods of Enumeration Described.

SELECTING A DATE.

In France "la population de fait" consists of all persons present in a district at a given time and this is distinguished from "la population de droit" consisting of all persons usually resident in the district inclusive of those temporarily absent and exclusive of those only temporarily present. We distinguish these two methods of enumeration by calling the one de facto and the other de jure. In Hong Kong as well as in all other parts of the British Empire (except Canada) it is the de facto population that is enumerated. The great advantage in this method is its simplicity and in Hong Kong any other method would be impossible, as there would be no means of computing the number temporarily absent. The chief objections to the de facto method are that under it visitors are included while temporary absentees are excluded so that some places have their population unduly diminished. To minimise these objections it is usual to fix the time of the census at an hour of the day and at a season of the year at which the displacement of the population is at a minimum. The date in Hong Kong was fixed with special reference to China New Year and the Tsing Ming Festival.

On Saturday night, March 7 it is possible that the European population of the New Territories (especially in the neighbourhood of Fanling) may be above its normal figure but this is unavoidable. A week-end date has many advantages over one in the middle of the week and the fact that March 7 is the final day of the annual Races will probably keep all but the keenest of golfers to their usual habitat.



Dentist: "I'll have it out before you can say J-J-Jack R-R-R-Robins-a-a-a." Patient: "I think I'll have gas."—Passing Show, London.

Considerable discussion took place recently in the United Kingdom regarding the advisability of having the census date in the middle of the week on this occasion in view of the phenomenal growth of the "week-end halt" in Britain. Sunday, April 26, has been chosen as the Census Day and an additional question has been inserted in the Census Form "Usual Residence." The United Kingdom Census of 1931 is likely to combine, therefore, the features of both a de jure and a de facto enumeration.

There are two distinct methods of collecting the information required from a Census which have been designated respectively, (1) the Householder Method and (2) the Canvasser Method. Thus generally throughout the British Empire the occupier of each "dwelling" is the person held primarily responsible for furnishing a written record of the desired particulars relative to all the inmates of the dwelling occupied by him. In the United States of America however, and in Ireland, Canada, India (except in the case of Europeans) and of Indians of high rank) and Ceylon the original entries are made by the enumerator as the result of inquiries instituted by him. In Hong Kong, as in India, it is proposed to employ a combination of the two methods.

The Householder Method has great advantages. The liability to error is much diminished and as all statements rest on the householder's own authority, erroneous entries through hurry or carelessness in taking down answers, cannot occur. Secondly, the time of the enumerator is saved, and the cost of taking the census is thereby much reduced. The labour of writing out the particulars is divided among the whole community and such division makes it possible for the particulars to be synchronous for all parts of the country. The chief objection to the householder method is that the accuracy of the census is then limited by the intelligence and literary capacity of the population ready to grasp the meaning and requirements of the blank forms issued and to fill them up properly. It is obvious that in Hong Kong the literary capacity is wanting in a large proportion of the population, and that this method cannot therefore be employed in its entirety.

The chief advantage of the canvasser method is that difficulties due to ignorance or illiteracy of those enumerated are to a large extent obviated. But for this method to be successful the enumerators themselves must not only be fully intelligent and have a clear knowledge of what is required and how it should be recorded but must also have the ability to obtain readily the desired information by means of questions well chosen and carefully asked. It is hoped that good enumerators will be obtained in Hong Kong and care is being taken to train them in their duties.

The Canvasser Method. The chief disadvantage of the canvasser method by itself lies in the fact that the enumeration, owing to the time taken in obtaining the desired information, is not synchronous for the whole country and thus it becomes difficult to avoid omissions and duplications due to changes of abode and also errors due to forgetfulness of the facts as these existed on the census day when the enumerator does not call until some days after that date. In 1911 and 1921 the canvasser method was employed as regards the New Territories and in enumerating the Floating Population, one month being taken in the first instance and 4 days in the second.

On Hong Kong Island, in Kowloon and New Kowloon the Householder Method was mainly used in 1911 and 1921, and an attempt was made to fill in the gaps left by the illiterate by having the forms filled in by the enumerators when collecting them. In some countries, notably in India and Ceylon where the problem is similar to that which faces us in Hong Kong, special expedients have been adopted to reduce as much as possible the objectionable features of the Canvasser Method. A preliminary canvass is made followed by a final revision on the Census Night.

Hong Kong Method. It is proposed to follow this method in Hong Kong. Commencing immediately after the China New Year holidays (17th and 18th February) the enumerators will go round their enumeration districts and at once write in, on the Census forms, the particulars obtained by questioning the people. The enumerator also prepares a summary in a special book prepared for this purpose. By checking the summary book and the schedules as written in by the enumerators during the fortnight that elapses before the Census night, it should be possible to see that no building or portion of a building is omitted. On the Census Night, or rather, early on the morning after, the enumerator will again go round his enumeration district and check up the particulars previously entered by him, striking out any that may have left in the interval and adding particulars of any new-comers to his district.

The enumeration districts, or blocks have been made much smaller than in the past. The Report of 1921 states that 203 enumerators were employed on the Island of Hong Kong and 72 in Kowloon Peninsula. It is aimed that one enumerator in the urban area should not be required to obtain the particulars for more than 1,000 persons and for the area below Bonham Road and Cause Road, from Kennedy Town to Pedder Street over 450 enumerators will be employed.

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ROUND THE CINEMAS

JOHN McCORMACK IN "SONG O' MY HEART."

SONGS ON PROGRAMME.

The singing of John McCormack is, of course, the main attraction in the "talkie" "Song O' My Heart" which is now running in the Queen's Theatre. His superb tenor was well recorded through the "mike" and well reproduced. He sang eleven songs in the picture, all of which were well suited to his voice. Those that "went over" best were a few bars of "Then You'll Remember," with which the picture opened, and "Ireland, Mother Ireland." In the picture, too, McCormack proved to be a good actor, and showed himself a linguist in one part in which he spoke and sang in Italian.

The vehicle for McCormack's singing is a love story with a new angle to it, and in the unfolding of the story the audience were amused with bits of Irish humour and pointed arguments, well sustained by a cast in which Irish names predominate. The scenery is fine, particularly that of a typical Irish village in which anybody's happiness or sorrow is the concern of everybody else. There are also the inevitable village gossips and a simpleton, in this case a boy who is never free of cuts and bruises received as the result of pranks played on him by the other village youngsters.

"THE BATTLE OF PARIS."

A new type of picture is now showing in the Central Theatre in the form of "The Battle of Paris," which will remind most ex-Servicemen of very pleasant memories. Gertrude Lawrence, musical comedy star combines beauty, grace, voice, humour, dignity, acting ability and immense charm that you can't resist her appeal.

"The Battle of Paris" is stirringly presented in a new comedy style, music and faultless dialogue, but it is far superior to any attempts that have been made to bring such a style of story telling to the screen, for it is really quite engrossing.

The story is that of a young waif who sells music in the streets of Paris before the war. Zizi (Charles Ruggles) is her partner. In the hurry before a Police raid George (Gertrude Lawrence) meets a young American artist, Tony, and when she leaves she takes his wallet with her. Returning the wallet to Tony, the next day, she is persuaded to remain and model for him. They fall in love. War is declared and Tony enlists, George keeping his apartment until he returns.

While nursing in a large hospital in Paris George becomes the pet of three strange friends, the three musketeers. She learns that Tony is in Paris on a two days' leave and rushes to his apartment to meet him, but Tony fails to put in his appearance, so she goes in search of him, finding him in the arms of a waitress.

The three musketeers come to her aid, but her efforts fail. She is lured away and made a prisoner. Tony joins the three friends in their search for her. It will spoil the picture for you to tell you the rest, but we will say this much—the action is as stirring as you can imagine.

"GOOD NEWS."

Camera roller-coasters enabled Edgar MacGregor and Nick Grindle to obtain unusual football action talkies for "Good News." Metro-Goldwyn-Mayer's screen adaptation of the big musical comedy hit, which will open on Sunday in the Queen's Theatre.

After rehearsing the plays of the game with members of the University of Southern California football squads, the directors followed the action with carpenters and built a board railway, from which cameras and microphones kept every play in close focus.

The plank camera route included sharp curves, rises and falls, which afforded youngsters in the neighbourhood much joy when the film company departed, the roller-coaster furnishing unlimited potentialities to the juvenile minds.

Bessie Love has the leading role in the collegiate musical-movie and the supporting cast includes Mary Lawlor, Stanley Smith, Cliff Edwards, Gus Shy, Frank McGlynn, Dorothy McNulty, Billy Tatt, Tom Jackson and Delmar Daves.

TUNNEL UNDER THE TYNE.

£1,240,000 Project.

Dismissed.

A joint conference of representatives of South Shields and Tyne monthly Councils at South Shields discussed the question of constructing a tunnel under the River Tyne to link up the two boroughs and adjacent districts. It was announced that the meeting had decided in favour of the tunnel 27ft. 6in. in diameter with a

SHADOWS BEFORE

COMING EVENTS, ANNOUNCED IN CHINA MAIL.

Social Functions.
To-day—Tea Dance at Hong Kong Hotel, 4.30 p.m.
To-day—Dinner Dances at Peninsula and Hong Kong Hotels, 8 p.m.
To-morrow—Dinner to British Mission, Hong Kong Hotel roof garden.
February 21—Interport Football dinner, Peninsula Hotel roof garden, 8 p.m.

Entertainments.
To-day—Queen's Theatre.
"Song of O' My Heart."
To-day—Central Theatre.
"The Battle of Paris."
To-day—Majestic Theatre.
"Innocents of Paris."
To-day—Star Theatre.
"Barbed Wire."
To-day—World Theatre.
"The Hawk" (Chinese picture).

Home Malls.
To-morrow—Inward from Europe via Suez (Khyber); from Europe via Siberia (Kashgar); from America and ports (President Grant); Outward for Europe via Siberia (Khyber), 6 p.m.

Sports.
See Diary on page 8.

March 5—Annual meeting of H.K. Canton & Macao Steamboat Co., Ltd., Queen's Building, 11 a.m.
Lammermoor Auction.
To-morrow—At Sales Room, Duddell Street, household furniture 2.30 p.m.

Miscellaneous.
To-day—French Convent School prize distribution, 4 p.m.
To-morrow—Concert, Helena May Institute, 9 p.m.

JEWELS PAWNED.

TO KEEP RICE CROP IN BARN.

POSITION IN SIAM.

Bangkok, January 26. The farmer, as well as the middleman, in the great rice-producing centres north of Bangkok where an exceptionally plentiful crop was enjoyed this year, is responsible for the holding up of the crop's export.

This is the conclusion reached by an experienced observer who has just returned to Bangkok after a brief but exhaustive survey in the field. His name is not published at his request but his observations he consented to give in an interview with the Editor of the Bangkok Daily Mail.

This observer confined his survey to the area between Pitsanuloke and Bangkok. He stopped off at four or five towns along the railway and went into the surrounding villages, talking with farmers, middle-men, merchants, and foreign exporters' buyers about the all-important problem of the day—the depression in the rice trade.

He found that the farmers themselves were hoarding padi, refusing to sell because, in their ignorance, they believe the price will go up in a few weeks. The peasants talked confidently of getting better prices through waiting. They laughed at the suggestion that the price would go down even further if we hold up our crop very much longer and thus give our competitors a chance to step in ahead of us and undersell us. Of the world-wide business depression, this observer said, the farmer knew nothing and cared less, thinking that it had nothing to do with their problem.

Huge stores of padi are being hoarded in the north, huge fields of grain lie unharvested because of ignorance, said this observer when he returned to Bangkok. "Farmers I talked to in many towns and villages are actually pawning their jewels in order to pay their incidental expenses—rather than let go their padi at the prices now being offered by middlemen. While some middlemen are equally ignorant, equally hopeful of getting a better price in a month or two; many that I interviewed are acquainted with the true situation and are anxious to buy and sell at whatever price they can get—now. But most of the farmers are refusing to sell."

To-day their debt to the small merchants, to get a little spending money, the farmers are selling small parts of their crop—but the bulk of this year's crop, as far as I could determine, is being held back by the cultivators."

Road and bridge repairs at an estimated cost of £1,240,000. A deputation, was appointed to wait on the Minister of Transport to ask for a contribution of 50 per cent. of the cost of the scheme, the remainder to be borne jointly by the two boroughs.

NEW ADVERTISEMENTS.

ROYAL HONG-KONG YACHT CLUB INTERPORT.

HONG KONG v. SHANGHAI.

WILL be sailed on SUNDAY, February 15, 1931, First Gun at 10.05 a.m.

Will members requiring tiffin at the Club kindly notify the undersigned before 12 o'clock Noon on SATURDAY next?

C. E. L. GRIST, Hon. Secretary, Sailing Committee, c/o Wilkinson & Grist, Hong Kong, February 12, 1931.

LAND WITHOUT LIBERTY.

Socialist Critic of Soviets.

"French, Belgian, or British workers would not tolerate the Soviet regime for a fortnight," declared M. Emile Vandervelde, the Belgian Socialist leader and former Minister for Foreign Affairs, to the representative of the "Intransigent," on his arrival at Marseilles from a tour in the Far East.

M. Vandervelde, who is president of the Socialist International, has just completed a journey across Russia, Siberia, Manchuria, China, and French Indo-China. "When I was in Moscow a few months ago," he said, "I was struck by the real and visible effort to achieve industrial reconstruction according to modern methods. Then I could not help asking myself: Where does the money come from? Obviously, there was no question of loans from abroad."

"Inquiries convinced me that the explanation was to be found in the fact that the Government, having a monopoly of foreign trade, sold far below current prices in the world's markets in order to obtain ready money quickly. It is the famous 'Dumping'."

"At the same time crushing taxation and heavy indirect taxes produced high sums," he said. "The State buys from the peasant at ridiculously low prices and sells to the populace at prices that are desperately high."

"The standard of life in Russia," M. Vandervelde continued, "is mediocre, and wages are low. There is an insufficient supply of manufactured articles, and those articles that are offered for sale are as expensive as they are badly made."

"There are interminable queues outside the shops and after waiting for hours, people often have to go away empty-handed."

"Meat is rare, butter and other fats are almost unobtainable. Under this regime," declared the Socialist leader, "there is no Liberty."

HULL'S IMPORTANCE

SECOND LARGEST FISHING PORT IN BRITISH ISLES.

Hull recently overhauled Aberdeen as the second largest fishing port in the kingdom, and has during recent years added a large number of the modern type of deep-sea trawlers for fishing in the Icelandic, Faroe Isles, White Sea, Bear Island and Greenland fishing grounds.

Hence the heavy landings of fish which are rapidly bringing Hull to a premier position as a fishing port. The landings of fish at Hull for the twelve months ended November 30 exceed those of 1929 by 1,000,000 cwt., the total being 4,157,000 cwt., compared with 3,107,000 cwt. during the previous year.

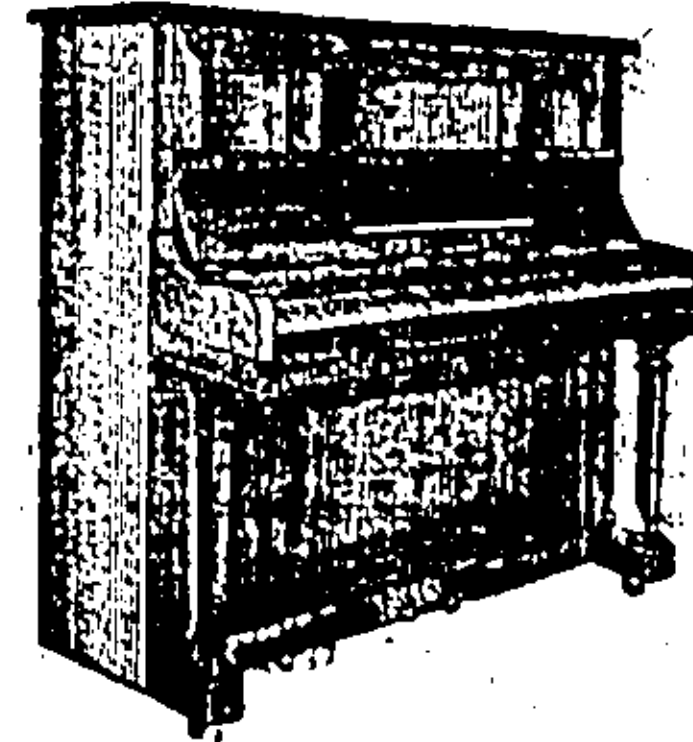
It is expected that Hull will qualify as the world's largest fishing port, a distinction up to now held by Grimsby.

AFTER NAVIGATION.

GYROSCOPE COMPASS PATENTS.

Two patents relating to the gyroscope compass for use on ships taken out in the names of the late Professor John Perry and Mr. Sidney George Brown, of S. G. Brown, Limited, electrical engineers, were extended by Mr. Justice Luxmoire in the Chancery Division for ten years, the limit allowed by the Patent Act. His Lordship held that the patents were entitled to the further ten years because "he had not only been inadequately remunerated, but he had actually suffered a loss. The invention," he said, "was also exceptionally ingenious, and anything which made navigation easier and safer must be of the greatest importance to the public."

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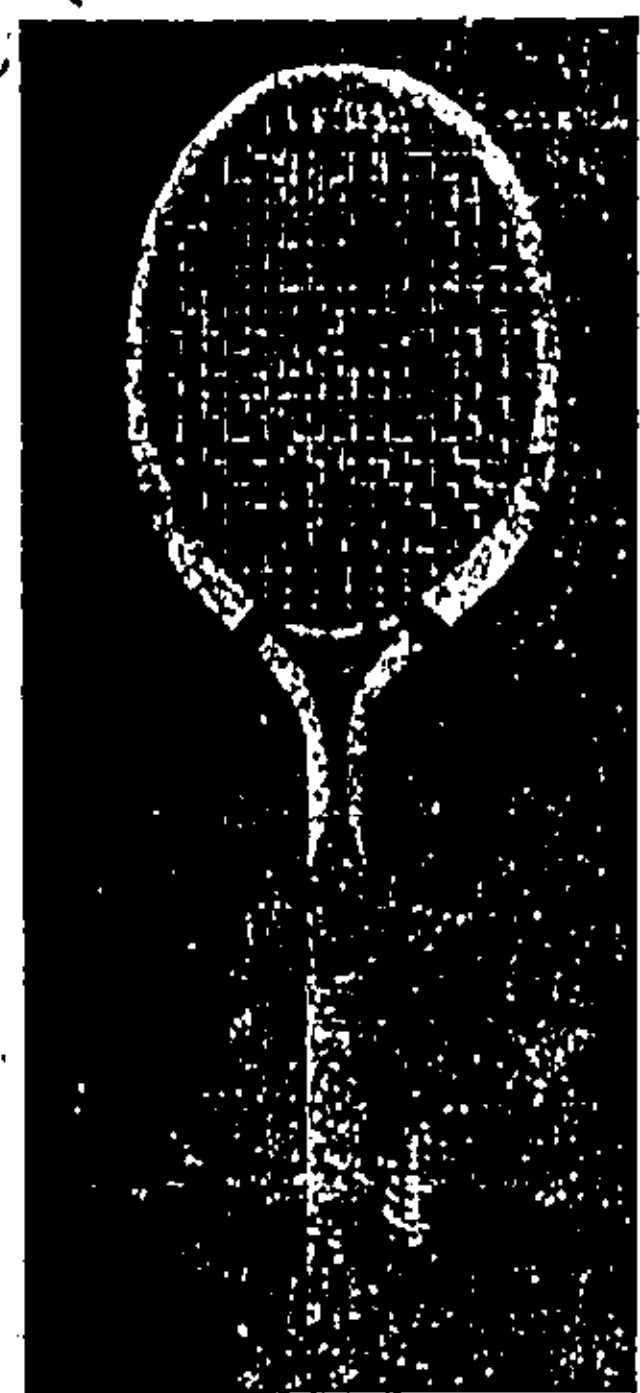
JUVENILE COURT.

APPOINTMENT OF COMMITTEE BY GOVERNMENT.

Resolving from question paper in the Legislative Council by Mr. A. H. KOTWALL, C.M.G., B.A., a member of the Society for the Prevention of Children, the Gov-

ernment has appointed a Committee to enquire into the question of a Juvenile Court. The Committee is: The Hon. Mr. E. D. C. WOLFE, C.M.G., (Chairman), Mr. R. E. LINDVALL, (Police Magistrate), the Hon. Mr. P. A. C. NORTH, (Secretary for Chinese Affairs), Miss R. HAINES, of the Salvation Army, Brother Houghton, of the Salvation Army, the Hon. Mr. A. H. KOTWALL, C.M.G., Mr. M. K. LO and Mr. T. M. HENDERSON.

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HONG KONG SHANGHAI MANILA.

HONG KONG FOOTBALL ASSOCIATION. INTERPORT PROGRAMME.

Saturday, February 21st.

SHANGHAI v. H.K. CHINESE.
Club Ground, Kick off 3.30 p.m.

Booking at Moutries, opens Friday, 13th.

Price:—
Covered Stand \$2.20
Uncovered Stand \$1.10 including tax.

Monday, February 23rd.

SHANGHAI v. UNITED SERVICES.
Club Ground, Kick off 3.30 p.m.

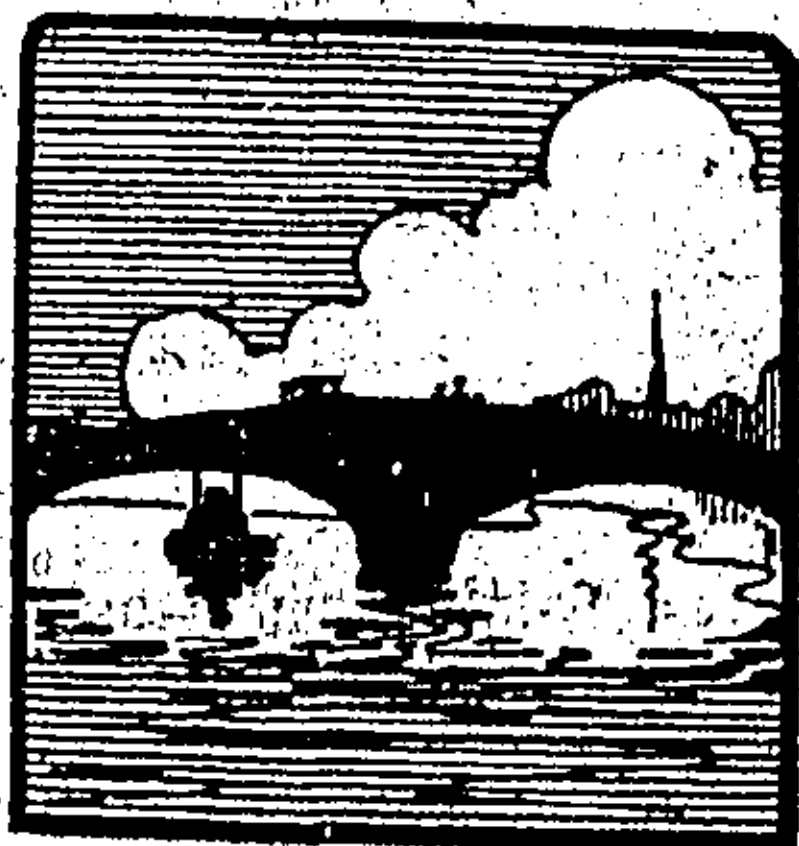
No Booking. Price:—\$1.10, 60 cts. & 40 cts.
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FINAL INTERPORT SOCCER TRIAL.

Splendid Display by
the Navy.

PROBABLES WIN.

The final Interport Trial match, played on the Club ground yesterday evening, resulted in a win for the Navy by four goals to two. The Navy put up a splendid game and had the Probables' defence fully extended throughout the entire ninety minutes.

The Navy forwards had more of the game than those of the Probables, but finished weakly, whereas the latter's forward appeared to be able to go through and score when occasion arose. Hay, of the Argylis, turned in Eynon's place, the latter being injured in a match against the Hermes on Tuesday and Strange again played at right back.

The following were the teams:—
Probables: Clarke, Strange, Henderson, Hedley, Hay, Lam Yuk-ying, B. Gosano, Segalen, A. V. Gosano, Fung King-cheung and Ip Pak-wa.
Navy: Aitken, Dixon, Robertson, Rush, Shirras, Ashman, Tigwell, Peacock, Dickinson, Farrow and Skinner.

First Blood.
Play opened with a burst by the Navy and Rush shot wide. Aitken saved from Ip's centre, and at the other end Farrow shot for Clarke to save well. Ip sent the ball into the goal area, and from B. Gosano's pass, A. V. Gosano scored with a well placed shot.
Skinner, who appeared to be giving Hedley a lot of trouble, tested Clarke with a "rasper." From a free kick by Henderson, the Probables' forward got going and Segalen sent a nice pass to Fung King-cheung, who netted from close in.

The Navy almost scored when the ball was lobbed into the goal mouth by Shirras, but Clarke ran out and just beat Dickinson for possession.

Tigwell caught the rebounding ball, but was slow in clearing and a goal kick resulted. The Probables forced a corner but Segalen drove over the bar.

A Terrific Drive.
Lam Yuk-ying made a splendid clearance which enabled Segalen to go through and test Aitken with a terrific drive, which the goalkeeper saved splendidly. The Navy attacked and Clarke was beaten when, after Peacock had missed a real "sitter," a splendid pass from Dickinson enabled Tigwell to score with a splendid shot.

Half-time:—
Probables 2
Navy 1

Team Changes
Yeoman played at left half on the resumption, whilst Lam Yuk-ying moved to centre half in place of Hay.

A well concerted movement between Fung, B. Gosano and A. V. Gosano resulted in the latter sending in a good drive, but Aitken cleared. Aitken again saved splendidly when B. Gosano sent in a stinger. After the Navy had made a brief attack, the Probables indulged in short passing and B. Gosano sent in a well placed shot which gave Aitken no chance.

At the other end, Skinner sent in a splendid pass and Peacock had no difficulty in beating Clarke. Tigwell made a solo effort but Clarke cleared. A. V. Gosano passed to Fung, who placed the ball in the net well out of Aitken's reach.

Near the close the Navy attacked strongly but Strange and Henderson were equal to the occasion and Clarke had a comparatively comfortable time.

Result:—
Probables 4
Navy 2

HONG KONG ELEVEN CHOSEN.

After yesterday's final trial match the Hong Kong Interport eleven was selected. Clarke, of the Police, will act as captain and Hedley, of Kowloon, as vice-captain. The following were selected for honours this year.

Goal
Clarke (Police) (captain).
Backs
Strange (Club),
Li Ting-sang (South China),
Half Backs
Hedley (Kowloon) (vice-captain),
Lam Yuk-ying (Chinese A.A.),
Yeoman (Argylis).
Forwards
B. Gosano (Recreo),
Segalen (Club),
A. V. Gosano (Recreo),
Fung King-cheung (South China),
Ip Pak-wa (South China),
Reserve Team:—Fau Ka-ying (South China),
Martin (Kowloon) Bishop (Club),
Hay (Argylis), Eynon (Bor-
derers), Duncan (Club), Chan Kwong-
ing (Chinese A.A.), Shen Kam-shun
(Chinese A.A.), London (Argylis),
Grinwood (Kowloon) and Campbell
(Argylis).
Reserves who will be required to turn out are as follows:—
Hay, Bui, Bishop, and Campbell.

TEAMS FOR SATURDAY.
K.P.C. v. ATHLETIC on Club ground at 4.15 p.m.
K.P.C. v. United Services on Club ground at 4.15 p.m.
Hedley, McKee, Moss, Simpson,

Sport Columns

SCOTTISH CUP MATCHES.

St. Bernard's Beat
King's Park.

COWDENBEATH WIN

Two replayed matches in the second round of the Scottish Cup were decided yesterday.

St. Bernard's proved too good for King's Park, winning by the only goal scored and qualifying to visit Cowdenbeath on Saturday.

St. Johnstone, who sprang a surprise by drawing with Cowdenbeath, could not do as well on their own ground and lost by four goals.

Results as cable by Reuter:—
St. Bernard's v. King's Park 0
St. Johnstone 0 Cowdenbeath 4

The revised draw is as under:—
Cowdenbeath v. St. Bernard's
Dundee v. Ayr United
Third Lanark v. Arbroath
St. Mirren v. Falkirk
Montrose v. Kilmarnock
Dundee v. Aberdeen
Hibernians v. Motherwell
Morton v. Celtic

Ties to be played on Saturday.

Scottish League.
One match was played in the Scottish League—First Division—
Hearts travelling to Glasgow and meeting Queen's Park at Hampden Park.

Result:—
Queen's Park 1 Hearts 2

Revised Table.	P.	W.	D.	L.	F.	A.	Pts.
Motherwell	27	17	6	4	75	32	40
Celtic	24	16	6	2	71	23	38
Rangers	25	16	4	6	69	21	30
Partick	27	17	2	8	67	36	35
Hearts	27	15	3	9	65	47	33
Hamilton	27	15	3	9	49	33	33
Dundee	26	14	3	9	51	42	31
Aberdeen	29	12	4	13	55	50	28
St. Mirren	26	11	5	10	42	43	27
Cowdenbeath	27	11	5	11	37	43	27
Airdrie	26	12	3	11	40	47	27
Kilmarnock	27	11	2	14	44	50	24
Morton	26	10	4	12	48	59	24
Clyde	26	9	4	13	44	56	22
Queen's Park	25	8	5	12	45	47	21
Leith	28	6	9	13	38	60	21
Falkirk	26	9	2	15	53	65	20
Hibernians	28	7	5	16	37	61	19
Ayr	25	3	7	15	32	63	13
East Fife	28	3	4	21	31	95	10

HOME RUGBY CLUB RESULTS.

Harlequins Defeat
Richmond.

NEWPORT'S NARROW WIN.

London, Feb. 1.
The following are the latest Rugby football results from England.

Harlequins beat Richmond 26-9.
Plymouth beat Dartmouth 6-5.
O.M.T. beat Millwall 2-0.
Blackheath beat Navy 6-0.
Swansea beat Llanelli 8-0.
Newport beat Bristol 6-5.
Guy's beat Roslyn Park 7-3.
Barts beat Bridgwater 8-0.
Soventry beat Bedford 8-0.
London Scottish beat Old Leysians 33-0.
Bath beat Devonport Services 26-0.

Earlier Results.
London, January 24.
Birkenhead Park beat Manchester 23-0.
Northampton beat R.A.F. 11-5.
Leicester beat Richmond 11-6.
O.M.T. beat Roslyn Park 13-5.
London Welsh beat Cardiff 12-8.
Llanelli beat Pontypool 24-0.

COMBINED SERVICES TO PLAY
SHANGHAI.

NORTHERN FIFTEEN.

The following seventeen players will make the trip down to Hong Kong:—

R. J. Shaw (Back), A. C. Jenkins, J. P. Chester-Master, J. C. T. Taylor, J. Payne (Three-quarters), J. D. Wales, W. D. Veal (Half-backs), R. D. K. Silby (Captain), C. Austin, H. M. Howell, G. A. Johnstone, C. T. Eager, H. A. Browning, H. W. Carter, Y. Sugihara (Forwards).
Reserves: G. W. S. Walters and P. Watkins.

Combined Services Fifteen.
The following will represent the Combined Services against Shanghai:—

Pte. Frankham (S.W.B.) (Back); Lt. Glass (Medway), Lt. Comdr. Evans (Kent), Lt. Gallotter (S.W.B.) (Captain), Lt. Douglas (S.W.B.) (Three-quarters); Mid. Roberts (Cumbria), Mid. Walker (Stromelund) (Half-backs); Surg. Lt. Nicholson (Medway), Lt. Col. Pratt (S.W.B.), S/O Beasish (Hermes), Lt. Comdr. Simpson (Stirling), Sgt. J. Vowles (S.W.B.), Lt. Tibbatt (Hermes), A.B. Leykin (Petersfield), E.A. Wilkinson (Medway) (Forwards);
Reserves: Eng. Comdr. Wilson, R.N. (White shorts and blue jerseys).

son, Gillett, Grinwood and Ineson.
Reserve: Penny.
K.P.C. v. NAVY on K.P.C. ground at 2.45 p.m.

K.P.C. v. Stokes, Goss, Evers, W. L. Brown, Gilchrist, Smith, W. Brown, Whitt, Spary, Cotton and A. B. Clarno.

CHAMPION'S EASY VICTORY.

H. D. Rumjahn Accounts
for Cassumbhoy.

POOR SERVICE.

[By "Base Line"]

T. Honda's experienced little difficulty in entering the second round at the expense of E. F. Fincher yesterday afternoon. He took first service and, from his return, Fincher was obviously out to kill everything within reason. He disregarded all the elementary positional tactics and proceeded to hit the net with monotonous regularity. He seemed to desire practising a forehand cross-court drive which was absolutely foreign to him. It is true that he did get Honda on the run several times, but these successes were all too infrequent.

Indifferent Display.
His service was very varied. There were times when he lashed out to a real ace and had Honda completely bewildered by the speed and direction of the ball.

His second service, a delivery imparted with no ordinary amount of spin, frequently got up nastily, but his display at the net let him down on these occasions. In short, he seemed nervous throughout his match with the champion.

Honda, on the other hand, played brilliantly at times, but there were many shots which would never have been attributed to his racket. He took things very easily and profited by his more youthful adversary's mistakes.

Rumjahn's Success.
H. D. Rumjahn caused a mild sensation by defeating that very much improved player J. A. E. Cassumbhoy, in straight sets. From his display yesterday, Cassumbhoy showed that he had a very fair idea of court craft, but the lack of tournament temperament cost him the match. He played beautiful shots down the side lines and was successful at the net, but there was quite obviously something lacking. His service was distinctly ragged. He double faulted in nearly every game, and until he improves in this important feature he will find difficulties always ahead.

Rumjahn was excellent in attack and held his opponent, contrary to public opinion, on the defensive throughout the match. His play at the net was sparkling and gained him many valuable points. Overhead he was both deadly and accurate, never allowing over-impetuosity to gabi the master of him. His back hand, though played on continuously, proved his greatest asset; he had complete command of the court and frequently had Cassumbhoy out of position.

Premising Player.
Though defeated, Cassumbhoy showed remarkable fighting qualities, and it was indeed unfortunate that he drew so far, liable an opponent in the first round, as with a little success he would prove himself a force in local tennis. His base line play is very promising and, with an improvement in his service, great things might be accomplished.

The full results were as follows:
Singles Championship (First Round).
T. Honda (holder) beat E. F. Fincher 6-1, 6-3.
H. D. Rumjahn beat J. A. E. Cassumbhoy 6-4, 6-4.
Capt. Etherington beat R. R. Todd 6-1, 6-4.
C. E. Holmes beat Wong Fuk-nam 6-1, 6-3.
W. T. Lee beat C. S. Pile 6-3, 6-3.
H. S. Lee beat Ip Tak-mun 3-6, 6-0, 7-5.
H. G. Johnson beat S. W. Liang 6-5, 2-6, 6-4.
Club Championship (First Round).
S. E. Green beat W. M. Barton 6-3, 6-0.

The following are the matches to be decided this afternoon:—
Singles Championship (Second Round).
C. A. L. Rumjahn v. D. B. Evans.
Firdos Khan v. Slow Kim-sung.
W. J. Howard v. E. Bampton.
M. K. Lo v. K. Nakagata.
Yoshikawa and Kinoshita v. Lee and Lee.
Club Championship (Second Round).
F. A. Redmond v. D. M. MacDugall.

There is far too much secrecy about the government of lawn tennis, and many clubs and players are getting restive over it. Neither the All England Club, as we know it today, nor the L.T.A. would be able to exist without the financial support of the lawn tennis public, who are beginning to get a little curious about the inner workings.—H. K. MacDonald.

Tom Newman and Joe Davis are nearly as good sinners as Lindrum as regards too much close-cannon play.—Rise Levi.

THIS YEAR'S DAVIS CUP CONTEST.

Manager for Our
Teams.

TOURNAMENT PRACTICE.

Now that practically all our tennis stars, excepting Austin and Olliff, are back in England from their wanderings in various lands, preparations for the next Davis Cup campaign should be begun right away, writes H. R. McDonald, in the Evening News.

It would not be a bad plan if the selectors decided at the earliest possible moment, like other countries, what their team is going to be. Chopping and changing while the ties are in progress is no good to anybody; the players get unsettled, and there is always the fear that a bad show may lose them their place in the side.

This, however, is a comparatively minor matter. The great thing is to see that the chosen side is properly prepared for the ordeal ahead of them, and that training, real training, starts forthwith.

A Golden Opportunity.
It is no good leaving this vital question of fitness to the players themselves. It has failed in the past, but now that England has a band of young, keen and conscientious players to choose from, a golden opportunity has arisen to make the very most of the undoubted talent that England possesses.

The non-playing captain—if this obsolete office is persisted with—has quite enough to do supervising the details of play and giving tactical advice.

What is really wanted is a manager for our Davis Cup team, officially appointed in the early days of the New Year, to devote himself entirely to the needs and interest of the team. The appointment of a non-playing captain for each match, who may happen to be one and the same man, is old-fashioned in the light of the procedure in other countries.

Masseur Required.
The Americans do not do it, nor do the French. If the team is chosen early on one of the players can be elected to skipper the side on court, where there is really little for a captain to do, especially now that Rule 28 (which, I take it, applies to the Davis Cup) has been amended to prevent a player receiving instruction or advice during a match.

A first-class trainer who is a good masseur should also be appointed to assist the manager in preparing the players and keeping them fit. It is only by such means as these that our weak spots in regard to the Davis Cup can be eradicated. In actual talent our young men are little, if at all, inferior to the majority of overseas players, but they do lack the ability to force an advantage home.

France's Team Spirit.
I have a shrewd suspicion that is largely a matter of temperament, training, and outlook on the game. Our youngsters must learn or be taught the team spirit of France and the deadly concentration and grim determination of the Americans.

They must cast aside every hindrance and give themselves and their minds wholly to the task of winning back the Davis Cup. Each man must place himself entirely under the control of the manager and trainer from the moment he is chosen to make the Davis Cup team, as the Americans say.

All philandering in unimportant tournaments and games of the garden party variety must be sacrificed to the good of the side and of the country.

No Trial Matches.
Trial matches, as the L.T.A. now understand them, can be dispensed with altogether. Last season's farce of Austin playing Gregory for a place in the side a day or so before the tie with Germany must never be repeated.

A man is either good enough for the team or he is not. He does not want to spend a weary week playing men who have nothing to lose and everything to gain in a series of trials upon the results of which the selectors often dare not act.

Fancy Tilden or Jean Borotra going through such an ordeal on the eve of a Davis Cup tie. The only results that matter in lawn tennis are those obtained in real competitive play where both men are struggling for survival and not to help a group of half-interested selectors who already know the form of their nominees to an ounce.

Playing More Together.
If your Davis team, in company with a leading professional or two, cannot get the necessary practice among themselves, let them be officially entered in one or two of the early season tournaments: by the L.T.A., who will get all the data they want from the results.

Hitherto the L.T.A. have discouraged their Davis Cup players from taking part in tournaments, and if the men are to enter casually I am all for the ban. But playing to

AIRMAN CALLS ON GOLF CLUB.

He Wanted to Stretch
His Legs.

LUNCH REFUSED.

Kingston-on-Thames.
Golfers on Home Park Golf Course here had a surprise when an aeroplane landed near the 12th tee.

A number of golfers had to scatter quickly.

Mr. H. Foster, steward of the club, told a friend that the airman, who did not give a name, had apparently come down in order to stretch his legs.

"I invited him to stay to lunch," said Mr. Foster, "but he refused. Although he was the centre of a crowd of golfers, he did not say very much. He stayed here for about half an hour, re-entered his machine, and, after a perfect take-off, headed, it appeared to me, for Croydon."

ANNUAL PRIZE-GIVING AT
FANLING.

It has been arranged to hold the Annual Prize-Giving of the Ladies' Section, R.H.K.G.C. on Tuesday, March 24. Mrs. D. J. Lewis, last year's Captain, has very kindly consented to present the prizes.

There will be the usual Subscribers' Competitions on that day, in which all members who have paid their subscription will be entitled to compete.

A large crowd is expected and will lend valuable aid to a successful day.

HOLIDAY GOLF.
The Kowloon Golf Club have arranged a Bogey Pool to take place during the Chinese New Year holidays. Cards may be taken out on the 14th, 15th, 17th and 18th inst.

Our Sports Diary.
LOCAL.

HOCKEY—Saturday—Grer Club v. St. Andrew's Club v. D.G.S.; H.K. Ladies' Hockey Club v. Club de Recreo.

LAWN TENNIS—To-day—H.K.C.C. Tournament—Open Singles, Open Doubles and Championship.

To-morrow—H.K.C.C. Tournament—Open Singles and Open Doubles.

Monday—H.K.C.C. Tournament—Open Singles and Open Doubles.

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large and airy.
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21, Nathan Rd., Kowloon.
Telephone 57089.
Modern bathe-
rooms attached
to each room,
and private gar-
age benefits
motorists.

POST OFFICE NOTICE.

INWARD MAILS

List of ships expected to be in wireless communication with
Hong Kong to-day:—Atago Maru, Hikawa Maru, Melville Dollar,
Kwai Sang, Cracovia, Foo Shing, Tsuruga Maru, Amagisan Maru,
Iyo Maru, Taikak Maru and Kashgar.

FRIDAY, FEBRUARY 13.
Shanghai and Swatow Chusan
U.S.A., Canada, Japan & Shanghai (Seattle,
Jan. 24) and Europe via Siberia (Lon-
don, Jan. 24) President Grant
Shanghai and Amoy Kanchow
Japan, Shanghai and Europe via Siberia
(London, Jan. 22) Kashgar
Europe via Suiz (Letters and Papers, Lon-
don, Jan. 15 and Parcels Jan. 8) Khyber
Australia and Manila Changhe

OUTWARD MAILS
THURSDAY, FEBRUARY 12.
Shamshui and Wuchow Kong Ning 4 p.m.
FRIDAY, FEBRUARY 13.
Haiphong G.G. Maurice Long 8.30 a.m.
Formosa Kine Maru 10.30 a.m.
Sandakan Mau Sang 10.30 a.m.
Swatow, Amoy and Foochow Hai Ning 2 p.m.
Straits, Ceylon, India, Mauritius,
E. & S. Africa, Aden, Egypt &
Europe via Marseilles Kashgar
(Due Marseilles, March 14.)
K.P.O. **G.P.O.**
Parcels Feb. 13, 4.30 p.m. Parcels Feb. 13, 5 p.m.
Registration Feb. 14, 9 a.m. Registration Feb. 14, 9.45 a.m.
Letters 10 a.m. Letters 10.30 a.m.

*Super-scribed correspondence only.

PUBLIC HEALTH IN THE COLONIES.

Sir H. Goschen on Needs of London School.

At the annual meeting of the Court of Governors of the London School of Hygiene and Tropical Medicine held recently the work of the School in the first year of its occupation of the new building in Keppel Street (Gower Street)—the gift of the Rockefeller Foundation, opened by the Prince of Wales in July last year—was reviewed. The chairman of the Court, Sir Holburt J. Waring, presided.

Sir Harry Goschen presented the sixth annual report of the board of management, of which he is chairman. He said the financial position was satisfactory up to a point. The Court of the University had notified, after an independent review of the school's funds, the continuance of the yearly grant of £40,000 for the present quinquennial period. The school, however, had to supplement this by voluntary effort to meet not only the cost of the present programme but also the cost of developments, especially in regard to hygiene and medicine in relation to industry, which was pressing for attention. For this the school must possess a large endowment, independent of any Government grants, and be free from any hampering financial anxiety. A special committee of the board of management had been considering the problem, and it was the intention that Sir Andrew Balfour, when his health permitted, should visit the Colonies and make an appeal on behalf of the school.

Valuable Service.
A further income of at least £5,000 should be assured from Colonial Government resources. The reception of the Colonial Governors at the school in July would have given most of them an opportunity of seeing at first hand the building and its equipment. The school had rendered most valuable services to the Colonial medical service with properly trained men; and the high standard of the school's course of study in tropical medicine and hygiene were being maintained.

The Dean of the School (Professor W. W. Jameson) said that during the first academic year, which ended in July, no fewer than 217 post-graduate students had attended the courses, and a further 75 non-medical persons proceeding to the tropics had attended the lectures on tropical hygiene. He referred to the valuable assistance rendered by the Seamen's Hospital Society, whose recent extension of the Hospital for Tropical Diseases provided a centre for the teaching of tropical medicine in association with the school of which the whole Empire might be proud. He commended to the Court the school's activities in the divisions of medical zoology, of bacteriology, of biochemistry and chemistry, and of epidemiology and vital statistics.

Through the public health division, which he described as the general utility division of the school, a valuable liaison was being rapidly established with the public health services, not only in Britain, but in all parts of the world. A beginning had been made with the teaching of industrial physiology and medical industrial psychology. In both of which branches of study considerable problems were pressing for the attention of the school.

MILITARY CUTS.

MUSSOLINI SAYS ITALY CANNOT DISARM.

Rome, Dec. 18.
Although gripped by an economic depression which made retrenchment imperative, Italy could not reduce military expenditures "while all the rest of the world talks peace, and feverishly prepares for war," Signor Mussolini told the Senate to-day.

The Premier blamed Italy's situation upon the financial crisis in the United States in October, saying that the crash there left

VI-CISSITUDES OF BRIONI.

Made Salubrious by Science.

Vienna, Nov. 12.
The death of Karl Kupelwieser the owner of the beautiful little island of Brioni in the Adriatic, now belonging to Italy, recalls its remarkable development at the hands of Paul Kupelwieser, Karl's father.

In the eighties Paul, the son of Leopold Kupelwieser, a well-known Austrian painter, acquired the island, situated close to the then Austrian naval fort of Pola. Brioni was a wild, uninhabited place, avoided in consequence of malaria. Paul Kupelwieser, however, was struck by its magnificent natural charms, and with great pluck, energy, and considerable outlay, turned it into a highly-frequented bathing place, competing successfully with the French and Italian Riviera. It was Dr. Robert Koch, the Berlin bacteriologist, who gave it a new and salubrious aspect.

Brioni proved a paradise of woods and gardens by the deep blue sea, and was provided with a first-class hotel, villas, and bathing establishments. But Pola being an Austrian naval centre, the Archduke Ferdinand, the then heir to the throne, disliked the idea of civilian ownership for the island. Kupelwieser refused to sell the island, but a fort with a wireless station was established on it.

During the war many of the lovely trees were cut down for military reasons and these gardens were ravaged. Paul Kupelwieser died a few years ago and left the place to his two sons, who several months ago, owing to financial difficulties, turned the enterprise into a limited company. Although they kept up with the times and Brioni became a centre of sports, other bathing places of more southern situation, although far less beautiful, proved more attractive.

Karl Kupelwieser, who was married and aged fifty was found dead in the garden of his villa in his island paradise, the tragedy being alternatively ascribed to accident and suicide. Through the Peace Treaty Brioni had become Italian. Karl Kupelwieser had many Italian friends, and a fascist guard of honour watches over his coffin.

PARENTAL PROBLEM

CAN THE CROWN ACT AS FOSTER-FATHER?

The Swedish Government will soon have to decide the intricate problem of a Swedish subject, aged 53, who has applied for information as to who his mother was.

In 1877 an unknown woman gave birth to a boy in the Swedish parish of Virestad, and after a short stay there she left for abroad. Before her departure she gave a sealed letter to the vicar of the church, with instructions that it should not be opened by anyone but the foster-father of the child. The foster-father some ten years afterwards left Sweden for the United States and is now dead.

The vicar, as well as the chapter of Virestad, considered that they have no right to open the envelope: hence the application to the Government.

All the ecclesiastical authorities agree that the vicar is right, while on the other hand some lawyers hold that it is not just to deny an abandoned child knowledge about his mother. The Code Napoleon embodied the rule that it is forbidden to investigate paternity, but otherwise no laws up to the present protect the anonymity of the mother.

In this case it was evidently the intention of the mother that her identity should be revealed to the boy after the lapse of some years, and considering the fact that the birth happened fifty-three years ago it is argued that the Crown ought to act as foster-father.

Italy with a national deficit of \$50,000,000.

EXCHANGES.

TO-DAY'S QUOTATIONS.

On London—
Bank, w're 11 1/2
Bank, on demand 11 1/2
Bank, 4 months' sight 11 1/4
Credits, 4 months' 11 13/16
sight 11 13/16
Documentary, 4 months' sight 11 15/16

On Paris—
On demand 57 1/2
Credits, 4 months' 61 1/2
sight 61 1/2

On New York—
On demand 22 1/2
Credits, 60 days' 22 1/2
sight 22 1/2

On Bombay—
On demand 62 1/2
Wire 62 1/2

On Calcutta—
Wire 62 1/2
On demand 62 1/2

On Singapore—
On demand 40
On Manila—

On demand 45 1/2
On Shanghai—
On demand Tia. 76
Dollar 4% dis.

On Yokohama—
On demand 45 1/2
Sovereigns (Bank's buying rate) 11 1/2
Silver (per oz.) 12 1/2

Bar Silver in Hong Kong Nominal
Copper Cash Nominal
Copper Cents 3% prem.
Rate of Native Interest 8 1/2% p.a.
Chinese Sub. Coin 28% dis.
Hong Kong sub. coin 1/2% prem.

LONDON EXCHANGES

Rugby, Yesterday.

Paris 123.97 1/2
New York 38 3/16
Brussels 34.85 1/2
Geneva 25 17/32
Amsterdam 12.10 3/4
Milan 92.87 1/2
Berlin 20.44 1/2
Stockholm 18.14 1/2
Copenhagen 18.16 1/2
Oslo 18.16 1/2
Vienna 34.68 1/2
Prague 164 1/4
Helsingfors 193 1/2
Madrid 48.20
Lisbon 108.25
Athens 375
Bucharest 817
Rio 4 9/32
Buenos Aires 24 1/2
Bombay 1 5/8
Shanghai 1 1/2 1/2
Yokohama 2 1/2 - 13/32
Hong Kong 11
Silver Spot 12 1/2
Silver Forward 12 1/2

—British Wireless Service.

CHURCH COLLAPSES IN 'QUAKE.

Fifty-One Killed in Mexican Tragedy.

Mexico City, Mexico, Jan. 16.

Latest reports received here show that widespread damage resulted from the earthquake which rocked Mexico City for two minutes two nights ago.

At Oaxaca City 75 persons are known to be dead.

Of the dead at Oaxaca City 51 were killed instantly when a church in which they had sought refuge collapsed.

Property damage over a wide area is extensive. It is feared that when further reports have been received the death toll will mount, as well as the property damage total.

The earthquake is believed to have centred at Oaxaca City.—United Press.

HONG KONG STOCK EXCHANGE

Opening Daily Official Quotations 12th Feb., 1931.

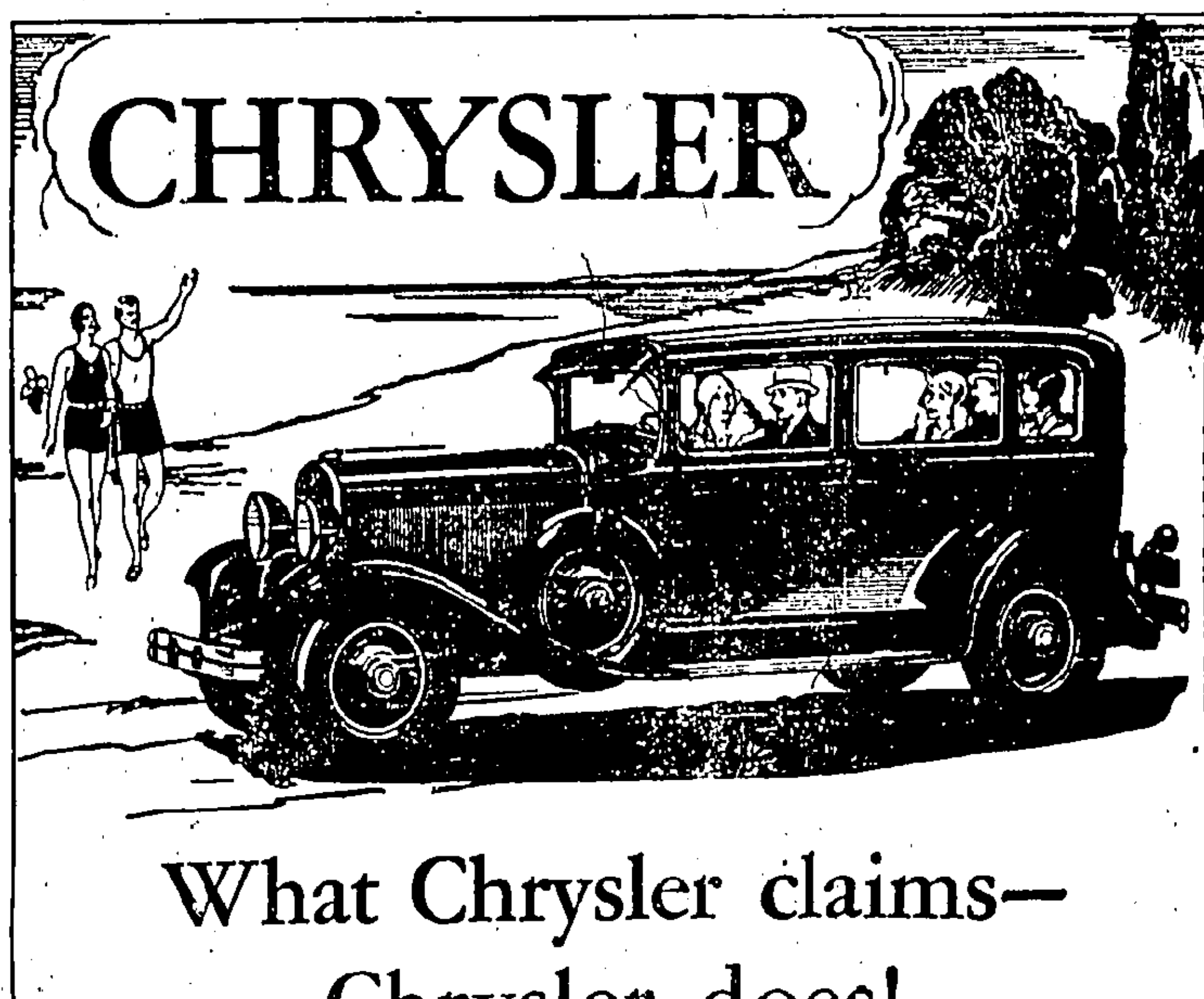
STOCK	Buy-ers	Sell-ers	Sales	Mon.	Fin. year	Last dividend and when paid
Banks.						
Hong Kong Bank	...	...	2175	Dec.	...	[Final 20 bonus \$1 Apr 1930 ex. 1/11-1/11-1/11] Pending
Chartered Bank	...	...	102	Dec.	...	[Interim 7/- free 1/11-1/11-1/11 1930] Sep. — 80
Mercantile Bk., Asia	...	...	23	Dec.	...	[Int. 5/-] Apr 1930 1/11-1/11-1/11 Sep. — 80
Bank of Asia	...	...	120	Dec.	...	[Int. 5/-] Apr 1930 1/11-1/11-1/11 Pending
Insurance.						
Canton Ins.	...	...	1810	Dec.	...	[Final 25 for 1929] May 19, 30
Union Ins.	...	...	635	Dec.	...	[Interim 10/- for 1929] May 19, 30
*China Underwriters	...	...	370	Dec.	...	[Interim 10/- for 1929] May 19, 30
China Fire Ins.	...	...	530	Dec.	...	[Final 20 bonus \$1 for 1929] May 19, 30
H. K. Fire Ins.	...	...	1310	Dec.	...	[Interim 10/- for 1929] Mar. 26, 30
Shipping.						
Douglas	...	...	361	Dec.	...	Last dividend for 1929
H. K. Steamships	...	...	37	Dec.	...	[Int. 12/- ex. 1/11 on preferred] Mar. 4, 30
Indo-China (Pref.)	...	...	40	Dec.	...	[Int. 12/- for 1929] June 12, 30
(Def.)	...	...	50	Dec.	...	[Int. 12/- for 1929] Jan. 6, 31
Shell Transports	...	...	76	Dec.	...	[Int. 12/- for 1929] Mar. 12, 30
Union Waterboats	...	...	37	Dec.	...	[Int. 12/- for 1929] Mar. 12, 30
Mining.						
Benguet	...	...	104	Dec.	...	[Final 40 centavos making 20/- for 1930] Dec. 20, 30
Kailash Mining Ad. v.	...	...	33/6	June	...	[Int. 10/- for 1929] Dec. 20, 30
Langkat	...	...	...	Oct.	...	[Int. 10/- for 1929] May 8, 30
S'hai Exploration	...	...	91	Dec.	...	[Int. 10/- for 1929] Feb. 6, 31
Loans	...	...	51	Dec.	...	[Int. 10/- for 1929] Dec. 18, 30
*Ranch	...	...	391	Dec.	...	[Int. 10/- for 1929] Dec. 18, 30
Venezuela Gold Fields	...	...	3.00	...	...	...
Docks, Wharves, Godowns, &c.						
H. K. & W. Docks	...	...	...	Dec.	...	[Int. 10/- for 1929] Mar. 18, 30
South Ch. Motors	...	...	10	Dec.	...	...
*China Providents (old)	...	...	5.85	Dec.	...	Last dividend for 1929
(new)	...	...	2.45	Dec.	...	...
Hongkew	...	...	472	Dec.	...	[Int. 10/- for 1929] Sep. 12, 30
N. Engineering	...	...	53	Dec.	...	[Int. 10/- for 1929] Feb. 25, 30
Shanghai Docks	...	...	105	Apr.	...	[Int. 10/- for 1929] July 20, 30
Land, Hotels & Buildings.						
*H. K. & S. Hotel	...	...	12.95	Dec.	...	[Int. 10/- for 1929] Apr. 1, 30
H.K. Land (old)	...	...	84	Dec.	...	[Int. 10/- for 1929] Feb. 10, 31
(new A)	...	...	85	Dec.	...	...
(new B)	...	...	...	Dec.	...	...
Shanghai Land	...	...	370	Dec.	...	[Int. 10/- for 1929] Pending
Humphreys (Cur Ry.)	...	...	17.16	Dec.	...	[Int. 10/- for 1929] Pending
Rights	...	...	8	Dec.	...	...
H. K. Realities	...	...	24	Dec.	...	[Int. 10/- for 1929] Sep. 4, 30
Chinese Estates	...	...	87	Dec.	...	[Int. 10/- for 1929] July 1, 30
Cotton Mills.						
*Ewo Cotton	...	...	14.90	Dec.	...	[Int. 10/- for 1929] Mar. 17, 30
Shanghai Cotton	...	...	95	Dec.	...	[Int. 10/- for 1929] Nov. 27, 30
Zoong Sings	...	...	12.80	Dec.	...	[Int. 10/- for 1929] Oct. 11, 30
Public Utilities.						
*H. K. Tramways	...	...	171	Dec.	...	[Final 20 centavos making 20/- for 1930] Pending
Peak Tram (old)	...	...	141	Apr.	...	[Int. 10/- for 1929] June 16, 30
(new)	...	...	61	Apr.	...	...
Star Ferry	...	...	25.10	Dec.	...	[Int. 10/- for 1929] Feb. 12, 31
*China Light	...	...	25.10	Dec.	...	[Final 20 centavos making 20/- for 1930] Dec. 15, 30
H. K. Electric	...	...	801	Dec.	...	[Int. 10/- for 1929] Mar. 19, 30
Macao	...	...	25	Dec.	...	...
Sandakan Light	...	...	18	Dec.	...	...
H.K. Tels. fully paid	...	...	351	Dec.	...	[Int. 10/- for 1929] Aug. 1, 30
part paid	...	...	25	Dec.	...	...
China Bury	...	...	10	Dec.	...	[Int. 10/- for 1929] Feb. 25, 30
S'port (Tramways) (Ord.)	...	...	71	Dec.	...	[Int. 10/- for 1929] Feb. 25, 30
(Pref.)	...	...	101	Dec.	...	...
Industrials.						
China Sugars	...	...	30cts.	Dec.	...	In Liquidation
Malayan Sugars	...	...	36	Dec.	...	[Int. 10/- for 1929] Apr. 11, 30
Cald. Macg. Ord.	...	...	111	Dec.	...	[Int. 10/- for 1929] Apr. 30, 30
Pref. Th.	...	...	11	Dec.	...	...
Canton Ice	...	...	37.60	July	...	...
*Cements (com.)	...	...	17.15	Dec.	...	[Int. 10/- for 1929] Mar. 19, 30
(old)	...	...	111	Dec.	...	...
(new)	...	...	5.30	Dec.	...	...
H. K. Ropes	...	...	14.10	Dec.	...	Last dividend for 1929
Stores, &c.						
Dairy Farm (old)	...	...	20.30	Dec.	...	[Int. 10/- for 1929] Mar. 18, 30
(new)	...	...	241	Dec.	...	...
Watsons	...	...	18	Oct.	...	[Int. 10/- for 1929] Mar. 21, 30
Der A Wing	...	...	4	Feb.	...	Last dividend for 1929
Lane Crawford	...	...	101	Feb.	...	[Int. 10/- for 1929] May 15, 30
Macintosh	...	...	131	Feb.	...	[Int. 10/- for 1929] June 12, 30
Sincera	...	...	2.85	Feb.	...	...
Wm. Powells	...	...	...	...	...	...
Miscellaneous.						
H.K. Amuse. (C. R.)	...	...	261	Mar.	...	[Int. 10/- for 1929] Sept. 17, 30
(Rights)	...	...	61	Mar.	...	...
Ch. Entertainment	...	...	14	Dec.	...	...
H. K. Constructions	...	...	5.30	Dec.	...	...
B. Ind. G. Bonds	...	...	871%	Dec.	...	...
H. K. Govt. Loans	...	...	From 7%	Dec.	...	...

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NEW SEASON PRESERVED GINGER
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GENERAL ELECTRIC
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The General Electric Co., Ltd. and Andersen Meyer & Co., Ltd.

BRINGING UP FATHER

MOTORISTS—THIS IS YOUR PAGE



Chrysler is the proved and accepted embodiment of the best there is in speed, pick-up, silent power, hill-climbing, smoothness and safety.

All of Chrysler's popularity, prestige and success is due entirely to what Chrysler cars actually are and what they actually do. With Chrysler,

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TEL. 25674.

MOTORING TOPIC.

The A.B.C. of the Supercharger.

Superchargers have been used on racing cars and aeroplanes for some years, but it is only recently that their full value for ordinary touring cars has been realised. The main advantage of supercharging is that the top-gear performance of a small-engined car so fitted equals that of a machine with a considerably larger engine. The weight of the car is only increased by a few pounds, no structural alterations are necessary, and in spite of the increased power the annual Road Fund tax remains the same. A supercharged 12-h.p. car will give as good a performance as one of 18 h.p. not supercharged. The lesser weight of the supercharged car implies better acceleration, increased hill-climbing capacity, and reduced fuel consumption, while there is a saving of £5 per annum on the annual tax.

The power developed by the engine is governed by the quantity of firing mixture induced into the cylinder during the induction stroke, and the quantity is regulated in three ways. These are the temperature of the incoming charge, the position of the piston in the cylinder, and the difference in pressure between the outside and the inside of the combustion chamber. The comparatively high temperature of the firing mixture when it reaches the combustion chamber implies that it is in a rarefied state. As a general rule, with touring cars the inlet valve closes when it has travelled a quarter of the way up the compression stroke; this means that the capacity of the combustion chamber is reduced to three-quarters of the volume swept by the piston. The pressure inside the engine cylinder is always less than that of the atmosphere during the induction stroke because the incoming charge has to be sucked into the combustion chamber past the inlet valve by the partial vacuum set up by the descending piston.

Altering Normal Conditions. For definite results, nothing can be done in the direction of altering

the position of the piston at the moment the inlet valve is closed. A little has been accomplished in the way of reducing the temperature of the incoming charge by placing the valve in the overhead position and redesigning them, together with the shape of the combustion chamber, but the benefit which has accrued is really insignificant. The one factor governing the quantity of the incoming charge which can be altered is that concerned with the internal pressure in the combustion chambers. This is the function of the supercharger, for it allows for forced induction. When one of these devices is fitted the incoming charge is pressing against all the valves when they are closed ready to rush in the moment one is opened. The pressure at which the incoming charge is delivered depends entirely upon the design and setting of the supercharger.

Under racing conditions it does not signify how much fuel is consumed or how much the engine parts are strained, so long as the desired speed is attained. It is nothing uncommon for the fuel to be forced into the combustion chamber at 20 lb. per square inch above atmospheric pressure. Such a pressure is quite unnecessary in the case of the touring car. If the incoming charge is forced into the cylinders at 5 lb. per square inch above atmospheric pressure this alone will increase the power output by about one-third, without materially increasing the strain on the reciprocating parts of the supercharger to an ordinary touring car is simply to ensure that the combustion chambers are filled to capacity and that the charge at the beginning of the compression stroke is at a slightly higher pressure than atmospheric. Since the power developed by the engine depends upon the quantity of firing mixture induced into the combustion chambers it is obvious that a supercharged engine will develop more power and in this way give improved acceleration, better hill-climbing, and greater speed.

A Governable Device. A supercharger is only required when a little extra power is needed, whether for negotiating a steep hill,

for taking a heavier load, or for a sudden burst of high speed in an emergency. A supercharger would be of no practical interest to the owner-driver were it functioning at all engine speeds, for it is intended to be used only when occasion demands more power.

All superchargers designed for use on touring cars are so made that they can be brought into action when required. In some cases the driver can do this whenever he deems it necessary, a by-pass system being employed. In other makes the supercharger only comes into operation when the accelerator pedal is depressed beyond a definite position—that is, it does not function until the throttle is fully opened. The owner-driver very seldom drives on full throttle, save when hill-climbing or when he desires a high speed. The automatic governing of the supercharger is therefore an excellent arrangement.

A supercharger is a practical proposition for the owner-driver, for driving is more pleasurable, since there is less gear-changing owing to the increased power which can be developed at will.—E. T. B. in Manchester Guardian.

TO PREVENT A FILE CLOGGING.

When doing a filing job, particularly if the metal is at all greasy or soft, it will often be found that metal collects in the teeth of the file, causing scratches on the surface of the metal. To prevent this happening, chalk, or a soft piece of charcoal, should be rubbed into the file every few minutes, so that the filings do not get jammed in between the teeth. Files, with the greasy work they have to perform around the car, usually have a short life before being discarded as being worn out. They can be rejuvenated, however, by means of the following:—Dip the old file in a solution of hydrochloric acid and leave it until the metal shows bright. On taking it out and washing it will be found that the file has been resharpened, and will be as good as new.

TRADE SCHOOLS.

Ford Busy in Britain and Russia.

Trade schools closely patterned after the two divisions of the Henry Ford Trade School for Boys located at Highland Park and Dearborn, Michigan, are soon to be established in Britain and Russia.

The British school will be temporarily placed at Manchester, near the British plant of the Ford Motor Company, Ltd., but later will be a point adjoining the company's larger works now under construction at Dagenham, London. The school will operate under the supervision of the Ford Motor Company, Ltd., and following the example of the Detroit Trade School, will be restricted to boys between 12 and 18 years old.

For the purpose of making a study of the Highland Park and Rouge Plant divisions, A. R. Smith, general manager of the Ford British company, has spent a week at the two schools. He thought it probable that the first students in the proposed British school would be selected from families in London's East side district, started at Manchester and then returned when the Dagenham plant is completed.

The Russian school is to be built and maintained by the Soviet Government at Nijni Novogorod and will be adjacent to "Autostroy," the name given to the plant to be built at that point for the manufacture of motor cars. The Russian school will in no way be connected with Ford interests, though the benefit of Henry Ford Trade School methods, experiments along educational lines, and present manner of teaching have been placed at the disposal of Soviet representatives.

It is said that the school at Nijni Novogorod will be the first of several similar institutions to be established in Russia. According to Leopold A. Mertz, assistant chief engineer of U.S.S.R. for the construction of automobile plants, present plans call for facilities sufficient to accommodate from 650 to 750 students. Of this number twenty per cent. will be girls. Mr. Mertz recently headed a commission that visited the Henry Ford Highland Park School. After talks with the instructors he was of the opinion that the Russian school would follow the student age limits of from 12 to 18 years, the practice of serving a hot noon meal within the school, and allotting the same floor area of approximately eighty square feet to each student. A second delegation inquired into the Ford school curriculum and adopted the plan of two weeks of school shop work alternated with one week in the class room. The proposed Soviet course will include Russian, physics, chemistry, mechanics and shop mechanics.

The visitors were impressed with the Ford Trade School method of teaching the younger students by means of specially prepared and illustrated lesson sheets, the scholarship system by which 2,800 boys earn while they learn, and the fact that the students make nothing for practice but always produce article of service and value. Plans for the Russian Trade School are being prepared by the Austin company of Cleveland. The drawings provide for a two-storey segment for academic instruction, library, laboratory and administration, and one storey structure which includes a machine shop, foundry, forge, shop, gymnasium and lunch hall.

WOMAN DRIVER & BABY'S BATH

"No Time" To Talk To A Policeman.

A policeman called at the house of a woman motorist at Ham Common and told her that she had left her car outside without any lights showing.

"I have no time," she replied, "according to the policeman's evidence at Kingston Police Court. 'My child is in the bath,' she added. 'Will you call in an hour's time?'"

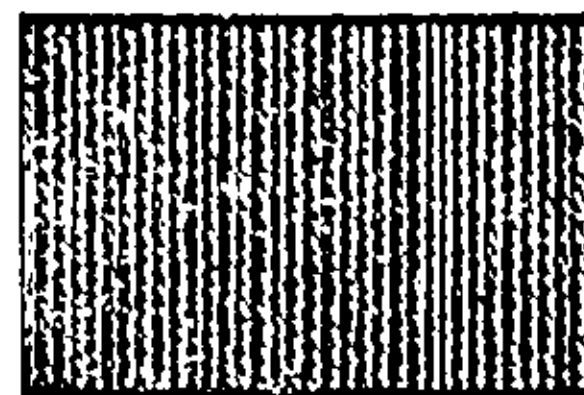
The policeman called later and told her that she would be reported for a summons.

The woman, Mrs. Kathleen Mary Horne, of Lulworth, Ham Common, was summoned for leaving a motor-car without lights outside her house at night.

She pleaded that the road was a cul de sac, but the Bench imposed a fine of £1.

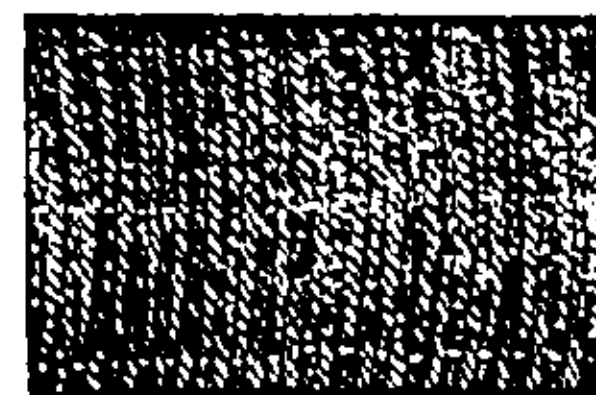


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FISK "ALL-CORD"

Note that the cords are absolutely parallel in alignment—each individual cord is insulated and positively separated from the others and free from cross or filler thread.



ORDINARY CORD.

This photo shows a section of ordinary cord displaying cross or filler threads that chafe and disintegrate the cord, causing friction and early failure.

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WORLD SPEED BID.

Capt. Campbell vs. Wizard Smith?

It looks as though the next battle for the world's land speed supremacy may be waged between a veteran British racing driver and a young Australian, writes Harold Pemberton in the Daily Express.

Captain Malcolm Campbell, the pioneer of world speed record attempts, stated that, although it was reported that he was going to Daytona, Florida, in February for an attempt on the world's record, he had not finally decided on his destination.

"I am definitely going for the record," he said, "and I am sailing in about a fortnight's time, but where I am actually going must remain a secret for the present."

If he is not going to Daytona the only other possible place seems to be the ninety-mile beach in New Zealand, where young Wizard Smith is also preparing to engage in the great adventure.

Captain Campbell may meet him on his own ground—a wonderful meeting.

Captain Campbell is the hero of a hundred great racing achievements, and it is his last attempt on the most hazardous of all records.

Wizard Smith is a young man on the threshold of his racing career, and it is his first attempt on a record where the chances are rather on than against disaster.

Both have cars of approximately equal horsepower. They are, in fact, the most powerful motor-cars ever built—that is, in regard to power to weight ratio.

Captain Campbell's car will be driven by a twelve-cylinder Napier Lion super-charged engine, which develops 1,450 h.p. at 3,600 revolutions.

Wizard Smith is using a similar engine. His car is in many respects a copy of the Golden Arrow, in which the late Sir Henry Segrave set up the existing record of 231 m.p.h.

The engine he is using, however, develops 1,450 h.p., compared with

Announcing the Arrival of

1931

B. S. A.

MOTOR CYCLES

Greater motor cycle value than you've ever had before! That sums up B.S.A.'s for 1931. In addition to the many features which have hitherto helped to make B.S.A. Motor Cycles such outstanding value—forged steel back-bone, sump lubrication, hinged rear mudguard, gear driven magneto, etc.—several new features have been introduced which add considerably to the riders' convenience and comfort.

For example, the instrument panel; two-level petrol tap; oil pressure gauge; etc.

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Choose a B. S. A.

THE SINCERE CO., LTD.

SOLE AGENTS.

the 1,000 h.p. of the Golden Arrow.

Many years ago, at Fano, Denmark, when the record stood at less than 150 miles an hour, Captain Campbell shed tyre after tyre. One came off, ran for five miles, and killed a spectator.

For his latest attempt his tyres have been tested up to a speed of 300 miles an hour on a special machine which gives conditions similar to those likely to arise in actual practice.

He has a guarantee that the tyres will stand up for one-half of a minute at maximum speed.

As the record is more than one mile in distance, which he should cover in about a quarter of a minute, there is an ample margin of safety.

[Captain Malcolm Campbell at Daytona Beach on February 6, established a new world record of 245.736 miles an hour on his All-British Napier Campbell Car Blue-Bird and has abandoned his earlier intention to make further speed tests at Daytona. If the new record is subsequently surpassed, he will hold the Blue-Bird in readiness to regain his title.]

THE £100 CAR.

New Morris Minor S.V. Two-Seater.

London, Dec. 22.
The place for the honour and glory of being the first to produce it lay between three men—Sir William Morris, Sir Herbert Austin, and Mr. W. E. Bullock, the head of Singers. Sir William Morris has won it with his Morris Minor S.V., announced below, and probably only by a short margin of time. A £100 Austin car was expected to appear early in 1931.
Car prices have fallen steadily ever since the birth of the "Baby" type in 1923, and it may be noted that the fall has been most rapid during the protection of the McKenna duties.

"It will be called the Morris Minor S.V. two-seater, stated Sir William Morris, in an interview, "I am taking this step because I believe that it is particularly in time of industrial difficulty that vigorous efforts to improve trade generally should be made. The introduction of this new model will give employment, I confidently anticipate, to a large number of British workmen, as well as provide comfortable and reliable motoring for many members of the public."

An "unexpected development" at the Morris works, which resulted in many men who were expecting to have to "stand off" having their notices recalled, was reported in The Daily Telegraph on Saturday.

"The new car," went on Sir William, "is in no sense an unorthodox production. It is larger than many small cars seen on the roads to-day. The engine differs from that of the ordinary Morris Minor in that it has side by side valves instead of the overhead valves and cam shaft. It is fully equipped with three speeds, four-wheel brakes, speedometer, Tripex glass screen, wind-screen wiper, driving mirror, hood, side curtains, and hood bag, has ample luggage accommodation, concealed spare wheel, full-length frame with semi-elliptic springs and adjustable shock absorbers. Electric lighting and starting are of course included."

"The new car has a speed of upwards of fifty m.p.h. with driver

and passenger, and does over forty miles to the gallon. I am making arrangements immediately for getting this model into production, but it will be a few weeks before the full rate of output is available.

"It has taken me nearly a year to combine in the design of this new S.V. Morris Minor engine efficiency, reliability, and simplicity to the degree that I consider necessary."

The new car is finished in naval grey, with red upholstering and lining. The body is coach-built and has a cellulose finish that can be sponged clean. The need for polishing has been reduced to the minimum by the introduction of a few bright parts as possible.

The introduction of this car should materially improve British export trade in cars.

THRILL FOR KAYE DON.

Woolston (Hampshire),

December 15.

Mr. Kaye Don, the famous racing motorist, had a thrilling experience in Southampton Water to-day when the 400 h.p. speed boat Crescendo, in which the late Sir Henry Segrave made practice runs, caught fire during speed tests.

He had already made two runs, in which he attained a speed of a mile a minute, and was preparing for a third run when Crescendo caught fire. Great flames erupted out from one of the cylinders, but they were speedily extinguished.

The fire occurred almost at the moment Mr. Charles Harrison was establishing for Great Britain the world's outboard speed record on the Medina River, East Cotes—52.089 m.p.h.

SPRINGS AND SHACKLES.

It is advisable to occasionally inspect the shackles and "U" bolts which secure the springs in position. If these are neglected they may work loose, and even when you eventually tighten them it may be found that rust has formed on the threads so that either the thread strips or it is impossible to adjust the nuts at all. A slack shackle bolt will cause unnecessary rattle, while if this or the "U" bolt is slack, uncomfortable rolling may be experienced when cornering, together with wheel wobble when the speedometer gets round about the thirty mark.

PETROL FROM COAL.

A Far-Reaching Discovery.

What promises to be a very important development in the oil world, with possible far reaching effects on the cost of petrol, is announced in U.S.A. In the process of distilling petrol from crude oil, being successfully achieved by hydrogenation, a process that was originally evolved only from 50 to 60 per cent. petrol is usually obtained, and with the world's stupendous figures, the remaining sumption of motor fuel reaching to enormous quantities of by-products that far exceed the world's needs. To increase the ratio of petrol and decrease the quantity of residue, has long been the aim of the leading oil experts. This according to many, and has been further developed and improved by the Standard Oil Co. of New Jersey (U.S.A.), which has formed a subsidiary corporation—the Hydro Patents Co., which, under certain conditions, is issuing licences for use of the new process. Already 18 of the leading oil companies in U.S.A. have purchased shares in the Hydro Co. to enable them—should the new development prove as successful as experiments promise—to reap the benefits accruing from the hydrogenation recovery process. The Standard Oil Co.'s experimental plant cost \$1,000,000 to erect and is at present refining 5,000 barrels of crude oil—equal to 210,000 gallons—daily.

Hydrogenation is the process of adding hydrogen to crude petroleum at high pressure, ranging as high as 3,000 lb. per square inch. By varying the amount of hydrogen added, it is possible to obtain products of predetermined and superior quality. The present cracking system of distillation of crude oil, operates under a pressure of 1,000 lb., which decomposes oils to yield at the best, 60 per cent. petrol and 40 per cent. low quality residue. Hydrogenation, unlike "cracking," does not break down the petroleum atoms, but builds them up and it is claimed, may yet give as high as nearly 100 per cent. recovery.

When it is stated that the daily production of crude petroleum in U.S.A. is now approximately 124 million gallons, it will be realised what vast potential wealth looms ahead for the world's oil industries should this new process be the success anticipated. Not only, it is reported, is the hydrogenation process applicable to crude oil, but even to coal and low-grade lignite, and as Australia possesses vast quantities of the latter, the development of this latest system of distillation may yet have a very important bearing on the production of motor fuel in this country.

WHY CHANGE THE SUMP OIL?

In these days of advanced motoring every one is aware, if they read their instruction books, of the fact that manufacturers recommend that the sump oil should be changed at the end of a given period of running. As this oil changing is a more or less costly business, particularly if the sump is nearly full when the time for changing arrives, there are probably many who feel that they are wasting time and money in working in accordance with the instruction book. Drivers of long experience who have made a check of the condition, or have felt the better running that is a feature in every car after the oil has been changed, realise that the money is well spent.

Oil engineers tell us that good oil does not wear out. Why, then, is it necessary to change the contents of the sump? The real reason is that while oil does not wear out, it becomes contaminated with harmful foreign substances during its period of work in the engine. So far no mechanical method for cleaning it has been devised, and it becomes necessary to change the mixture when the content of foreign matter in it endangers engine life.

Oil thins out and apparently loses its body because it becomes diluted by petrol—that is, the heavy, unburned portions of the fuel which blow by the piston rings into the crankcase. A certain amount of dilution goes on in every engine, but it is not harmful unless it exceeds about five per cent. of the volume of oil in the crankcase.

The factors affecting oil dilution are too numerous to allow them to be discussed here, suffice it to say, however, that poor or low grade petrol, an improperly adjusted carburettor, undue use of the choke or a frangible, badly-fitting piston rings, too low an engine temperature, or a badly ventilated crankcase all aggravate dilution. Since dilution is gradual it is worse with an engine which consumes but little oil than with one which consumes a large amount, because the volume of the oil is concentrated.

Contamination of the oil occurs through the ingress of road dirt,

CANADIAN TOUR.

Out to Capture the Rutherford Medal.

With the aid of an axe, dynamite, several hundred feet of wire rope, an assortment of pulleys and a Buick, Mr. H. F. Needham is out to capture the Rutherford medal for the first trans-Canadian motor tour.

It is thirteen years since the award was offered and Mr. Needham is the first candidate for what is recognised as the hardest test ever faced by motor and man.

With a stock eight-cylinder Buick, equipped with oversize tyres and raised to give the engine clearance over muskeg and stumps, Needham is now deep in the roadless wilderness that separates Hearts from Nipigon in northern Ontario. As Needham has surveyed his route, the gap is 600 miles.

It took him but three days to go from Halifax to Hearst, but the next 30 miles took a week. Once at Nipigon, he picks up the trans-Canadian highway and will have a good road to the other side of Fort William and then nothing but a trail to Kenora, from whence he will have to blaze his route to the Manitoba boundary. His troubles will then be over until he reaches the Rocky Mountains. There is only a short stretch in the mountains lacking a highway, and once over this the route is clear to Vancouver.

Six-Months' Survey.

It all sounds simple to anyone who has never attempted travel in the wilds of northern Ontario. It cost more money to build a railway around the north shore of Lake Superior than it did to penetrate the Rockies. It is this stretch of wilderness which has forced Canadians to cross Canada by motoring through the United States. The road is slowly being built, but Needham is not waiting for the highway to win the Rutherford award, prize trophy of Canadian motordom.

Needham has spent six months surveying his own route to avoid canyons, large rivers, muskeg and the thickest of forests. Aeroplanes have left gasoline and oil in caches for him. Then he bought equipment and stocked his car until it looked like a combination of blacksmith shop and a lumber camp. Then he set out on his trail-blazing journey.

The Rutherford medal has a long row of restrictions. The car must cross Canada entirely on its own power. The driver is allowed one assistant but cannot recruit a gang from a lumber camp if he finds himself in difficulties. He is permitted to cross railway tracks but must not run along a railway right-of-way. Ferries and rafts are banned for crossing rivers. He must bridge or ford them.

The trip is exciting more interest in the Dominion than a trans-Atlantic aeroplane hop. Every yard of the journey offers a test which is a challenge to the driving skill and ingenuity of the operator as well as being a magnificent test of the power and ruggedness of the car. Needham expects his Buick to carry him safely through the Canadian badlands in approximately ten weeks.

CLEANING TARNISHED PLATING

The following is a very effective method of cleaning tarnished nickel plate or brass—Mix a small quantity of pumice powder with a small packet of any dry soap powder, and apply a sprinkling of the mixture to the metal with a fairly wet rag, rubbing well. When the tarnish has been removed, rub with a dry cloth, and finish off with the usual metal polish.

water, and from carbon which sometimes forms on the undersides of the pistons and falls off—abrasive matter may also accumulate from engine wear and tear. The oil filters incorporated in the lubrication systems ought to take care of all this for some time, with the exception of the water, which, although one of the products of the combustion of petrol, should only be present in very small quantity. Water produced in the form of steam from the petrol burned normally passes out of the exhaust, and if any serious amount gets into the crankcase it can only have come from a leaky cylinder head gasket, a defective water passage, or from external sources.

It is impossible to go thoroughly into the matter of oil changing in a short article such as this, and likewise it is not possible to prescribe a definite limit as to the time oil should be used before changing. This is affected by the type and make of engine and its conditions of service. As a general rule, oil should be changed every thousand miles in the summer, and every 600 miles when operating in the winter; also, affects a small crankcase more than a large one, because of the volume concerned.

Contamination of the oil occurs through the ingress of road dirt,



"Look at that new Buick pulling so easily through this deep sticky mud."

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BUYERS' GUIDE

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BUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
FIAT MOTOR CAR.—A Goeke & Co., China Bldg., 7th floor. Tel. 22221.
MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
WILLIS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C. Tel. 22173.

MOTOR TRUCKS AND TRACTORS.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
G.M.C.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. 25644.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
WILLIS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

MOTOR CYCLES.

B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.
NORTON.—The Sincere Co., Ltd., Des Voeux Road C. Tel. 27767.

MOTOR OILS.

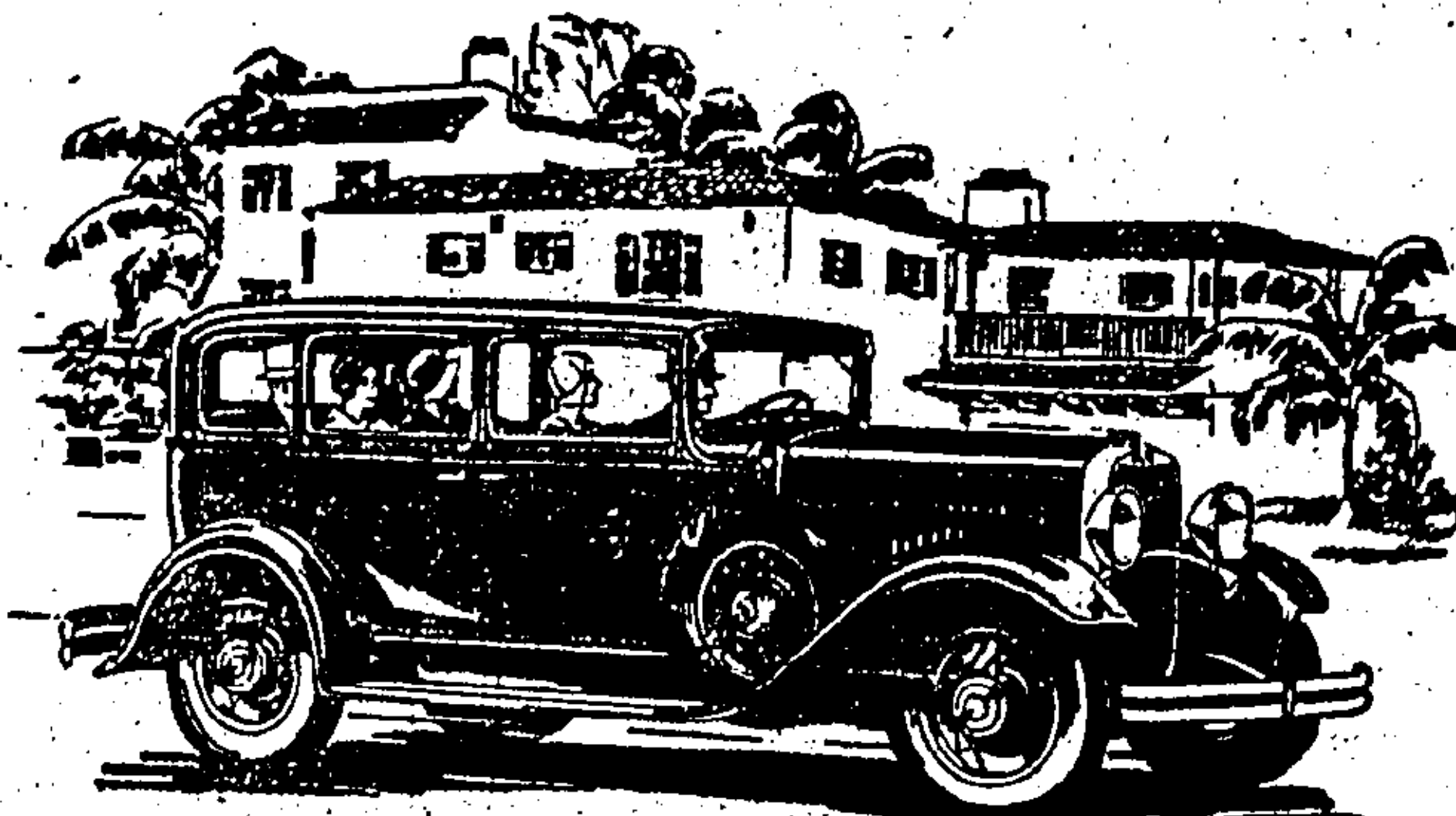
GARGOYLE MOBILOIL.—Vacuum Oil Company, King's Bldg. SHELL.—Asiatic Petroleum Co., (S.C.), Ltd., Asiatic Bldg.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel, Garage, Buxton's Road. Tel. 24769.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. Tel. 56293.
FISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.
INDIA TYRES.—W. R. Loxley Co., York Bldg. Tel. 22285.
MICHELIN TYRES.—A. Goeke & Co., China Bldg., 7th floor. Tel. 22221.
PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
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CHARGE FAILS.

ALLEGED CRUELTY TO A
GIRL.

EVIDENCE INSUFFICIENT.

The Chinese word "tai" was stated to mean "beat with a cane," and "blow," at the Central Magistrate's court this morning, when a woman named Chan Sam of 478, Queen's Road West, was charged before Mr. R. E. Lindsay with having ill-treated a girl, aged three years, in such a manner as to cause her unnecessary suffering on or about January 21.

Inspector John Murphy prosecuted, whilst Mr. Horace Lo appeared for the defendant. A Police Interpreter proved defendant's statement, when charged, which was: "She is my own daughter. On the 14th day, 'I did strike her several times.'"

Mr. Lo: The word "strike," what is conveyed by that word "strike"? Can it mean hitting somebody with a cane?

Interpreter: Yes.
Mr. Lo: I take it that it would not be an apt word to use in the case of a blow—it means the same.

Mr. Lo submitted that he had no case to answer.

"It is true," he said, "that as far as the doctor could tell, all the bruises were of the same age, for reasons that I might very well have happened on the same day. In any case, there is nothing to show, save several falls resulting in those bruises. But the point is that, in fact, there is no evidence against the defendant that she assaulted the child in that manner. I submit that I have no case to answer."

His Worship: I agree. The evidence is insufficient. Defendant is discharged.

AFGHAN OIL FIELDS.

NEGOTIATIONS WITH STANDARD
OIL COMPANY.

Peshawar, Dec. 15.
The Afghan Government is stated to have granted important oil mining concessions to the Standard Oil Company of America.

Peshawar, Dec. 19.

Mr. D. Joff, an American business man who was on a visit to Kabul to study the oil area in Afghanistan, said to-day that the report about the grant of concessions to the Standard Oil Company was incorrect, but he admitted that negotiations were progressing.

INDIAN SOLDIER KILLS

HIS OFFICER.

Death of Popular
Sportsman.

LAHORE TRAGEDY.

Lahore, Dec. 9.
A triple tragedy occurred this afternoon on the battalion parade ground in Lahore Cantonment, when a lance-nail of the 10.8th Punjab Regiment ran amok with his rifle, and shot dead Captain P. K. W. McClenaghan, M.C., and a havildar, and finally committed suicide.

It appears that Captain McClenaghan has refused to pass the lance-nail, named Girraj, in test while the latter was commanding a squad and replaced him by a havildar. Enraged at his supersession Girraj this morning suddenly shot dead the havildar who had replaced him and then shot Captain McClenaghan.

Murderer Fired At.
The spy on parade fired at Girraj but missed and Girraj, thereupon turned his rifle on himself and committed suicide.

Captain McClenaghan was the son of Archdeacon H. St. G. McClenaghan of Letterkenny, Co. Donegal. He entered the Cadet College at Wellington in April 1918 and was gazetted to the 4.10th Baluchis. The same year he was transferred to the 63rd Burma Infantry and afterwards to the 5.8th Punjabis. He served with the Mesopotamia Expeditionary Force and was awarded the Military Cross during the campaign. He returned to India in May 1920 after three years' continuous active service.

Captain McClenaghan was a first class interpreter in Persian and Urdu and second class in Pushtu.

Popular Officer.

He was a most popular officer with both British and Indian ranks and a keen sportsman, excelling in Rugby and lawn tennis. As recently as last week he won both the singles and doubles events in the Lahore Cantonment Club's annual tennis tournament.

He leaves a widow and two daughters. His two brothers are at present in India, one in the service of Messrs. Ralli Brothers at Montgomery and the other in the Indian Civil Service at Nagpur.

The tragedy recalls a similar outrage which occurred in the same battalion on a rifle range at Now-

CAIRO-CAPE FLIGHT

R.A.F. MACHINES NOW ON
RETURN JOURNEY.

6,000 MILES COVERED.

Rugby, Yesterday.
Having successfully completed 6,000 miles on the outward journey from Cairo to the Cape, the Royal Air Force flight of Vickers Victoria Troon Carrier machines to-day left Cape Town on their return to Cairo.—British Wireless Service.

LADY INVERCLYDE.

NO APPEAL AGAINST NULLITY
SUIT DECISION.

Lady Inverclyde (June, the actress) will not, it is understood, appeal from the judgment given by Mr. Justice Bateson last month that as she was domiciled in Scotland, her suit for nullity of marriage could not be tried in an English court. Her petition for alimony pending a trial was also dismissed.

Lady Inverclyde is on her way to the United States, and it was considered difficult to sustain an action while she was abroad. In addition, the cost of a possible appeal to the House of Lords would be great.

RADIUM IN DERBYSHIRE.

Geologists Waist-Deep in
Water.

Hopes entertained in Castleton that radium is likely to exist in some of the caverns in the neighbourhood were given fresh life when a party of geologists and chemists spent several hours in the Blue John cavern at the summit of Mam Tor. A thorough survey was made of this cavern, and the party entered several portions which are known only to a few people. The investigations were carried out during the night, the party returning to the village in the small hours of the morning. Their operations were considerably handicapped by the large volume of water flowing through the cavern, and at times they were waist deep in the stream. Several samples of minerals were taken by members of the party.

shera, three years ago. On that occasion an Indian soldier who had been reprimanded for a fault while firing his musketry course, got up from the firing point and shot dead Major Haycroft and a havildar and then committed suicide.

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NEXT CHANGE

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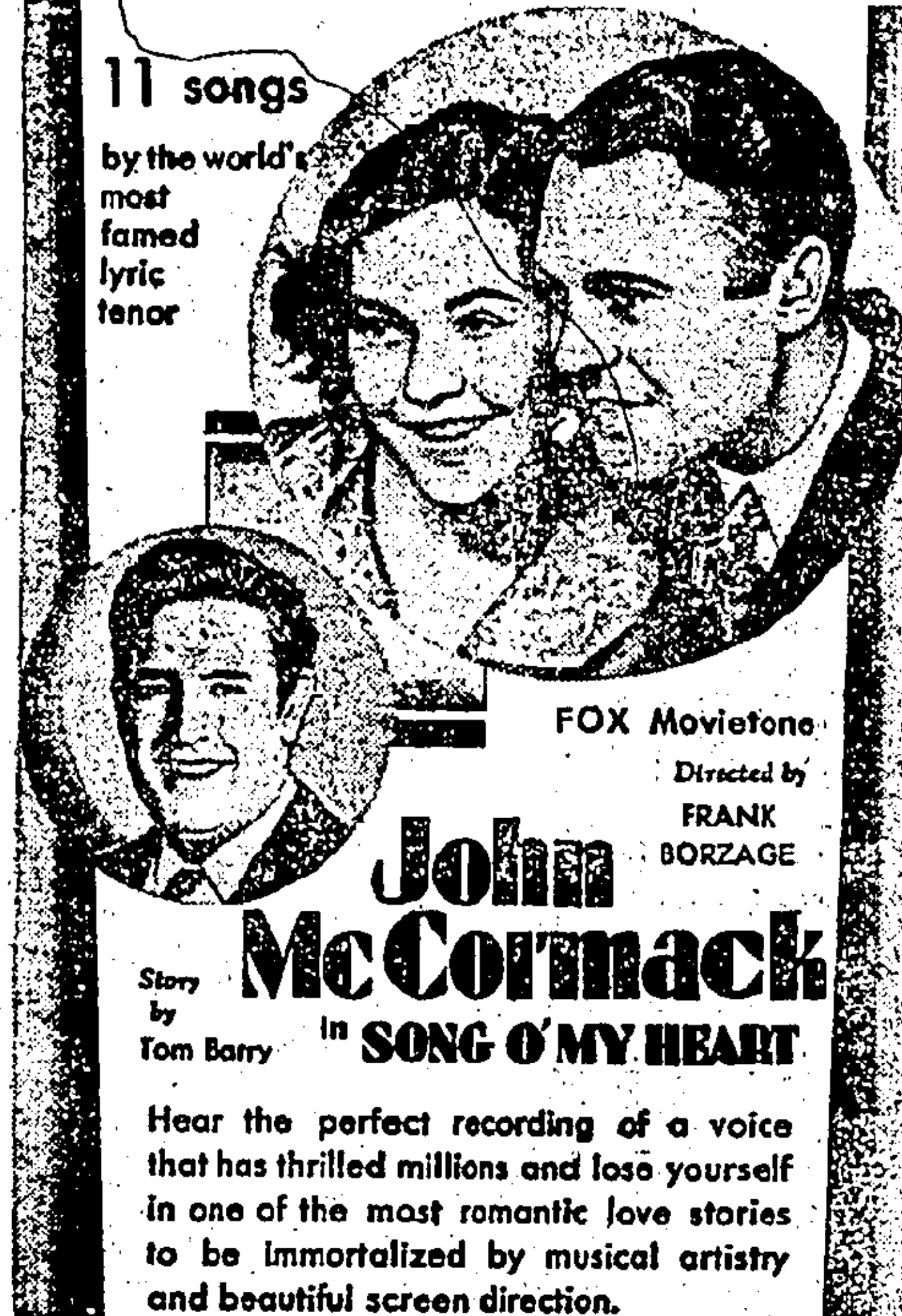
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11 songs

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And it's just crammed full of those De Sylva,
Brown and Henderson song hits!



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